SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

PORTLAND DIVISION

130

To Take Effect Sunday, June 13, 1937, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

A. T. MERCIER,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

E. L. KING,
Superintendent.

EASTWARD MEDFORD SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 130 June 13, 1937	Distance from Roseburg	FIRST CLASS		SECOND CLASS	
		624	330	8				329	7	623	
		Freight	Rogue River	Shasta				Rogue River	Shasta	Freight	
		Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	
YardBKWOTP		9.30AM	7.30PM	8.45AM	429.1	TO-R ASHLAND 5.5	143.5	s 9.15AM	s 7.15PM	9.30PM	
66 P		9.43	s 7.40	**8.54**	434.6	TALENT 2.4	138.0	s **8.54**	7.04	9.15	
23		9.49	f 7.45		437.0	PHOENIX 1.4	135.6	f 8.42	6.59	9.05	
					438.4	GAS WORKS 0.4	134.2				
					438.8	VOORHIES 1.9	133.8				
100		10.05	7.53	9.05	440.7	KANE 1.1	131.9	8.35	6.50	8.55	
136 Yard KWP		11.00	s 8.05	s 9.15	441.8	TO MEDFORD 3.9	130.8	8.30 s 8.15	s 6.45	8.50	
66 P		11.10	s 8.15	9.24	445.7	CENTRAL POINT 2.0	126.9	s 8.05	6.28	8.35	
					447.7	SEVEN OAKS 2.5	124.9				
(Spur 25) P		11.25	**8.22**	9.30	450.2	TOLO 7.0	122.4	7.56	6.21	**8.22**	
46 Yard WP		11.45AM	s 8.35	f 9.43	457.2	TO GOLD HILL 7.7	115.4	s 7.44	f 6.09	8.05	
58 P		12.05PM	f 8.45	f 9.53	464.9	ROGUE RIVER 9.0	107.7	s 7.29	5.59	7.40	
70Yd.BKWTP		12.30	s 9.03	s 10.08	473.9	TO-R GRANTS PASS 4.3	98.7	s 7.14	s 5.47	7.00	
74 P		12.45	9.12	10.17	478.2	DIMMICK 4.3	94.4	6.50	5.31	6.40	
40 P		12.57	f 9.21	10.26	482.5	MERLIN 4.9	90.1	s 6.41	5.22	6.25	
90 P		1.09	f 9.30	10.34	487.4	HUGO 6.7	85.2	s 6.32	5.14	6.10	
70 P		1.35	f 9.44	10.47	494.1	LELAND 4.5	78.5	s 6.18	5.01	5.50	
66 P		1.50	9.54	10.57	498.6	POLLARD 3.4	74.0	6.07	4.51	5.35	
92 P		2.09	f 10.01	11.03	502.0	WOLF CREEK 5.9	70.6	s 6.00	4.45	5.24	
66 Yd.KWOTP		2.35	s 10.18	s 11.17	507.9	TO GLENDALE 4.1	64.7	s 5.46	s 4.33	5.05	
76 P		2.50	10.25	11.24	512.0	REUBEN 4.5	60.6	5.34	4.23	4.49	
63 P		3.10	f 10.36	11.36	516.5	BRANDT 1.4	56.1	f 5.23	4.12	4.35	
			f 10.39	f 11.39	517.9	LANGDON 3.8	54.7	f 5.20	f 4.09		
80 TP		3.30	f 10.48	f 11.47	521.7	WEST FORK 3.9	50.9	s 5.12	f 4.01	4.20	
(Spur 40) P		**3.51**	10.57	11.56AM	525.6	COW CREEK 5.8	47.0	5.02	**3.51**	**3.51**	
47 P		4.23	f 11.11	12.10PM	531.4	PECK 4.1	41.2	f 4.48	3.37	3.10	
67 P		4.40	f 11.20	12.19	535.5	BYERS 4.8	37.1	f 4.38	3.28	2.50	
(Spur 33) P		5.05	11.30	12.29	540.3	CORNUTT 3.9	32.3	4.28	3.18	2.35	
66 P		5.20	s 11.36	f 12.34	544.2	RIDDLE 5.1	28.4	s 4.22	f 3.13	2.25	
66 P		5.40	11.43	12.42	549.3	WEAVER 1.1	23.3	4.12	3.04	2.05	
17 WP		5.45	s 11.46	f 12.44	550.4	TO MYRTLE CREEK 4.5	22.2	s 4.10	f 3.02	1.58	
97 P		6.05	11.55PM	12.53	554.9	DOLE 2.8	17.7	f 3.59	2.53	1.46	
					557.7	ROUND PRAIRIE 4.3	14.9				
64 P		6.25	f 12.06AM	**1.04**	562.0	DILLARD 5.7	10.6	s 3.47	2.42	**1.04**	
45 P		6.40	12.16	1.14	567.7	GREEN 4.9	4.9	3.35	2.32	12.45	
YardBKWOTP		6.55PM	s 12.26AM	s 1.25PM	572.6	TO-R ROSEBURG	0.0	3.25AM	2.22PM	12.30PM	
		Arrive Daily	Arrive Daily	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	
		(9.25) 15.24	(4.56) 29.09	(4.40) 30.75		Time over District Average Speed per Hour		(5.50) 24.60	(4.53) 29.39	(9.00) 15.94	

A. B. S.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

Water Supply—M. P. 536-2

Additional Stations
Rosenberg Bros. M. P. 439.6—4 cars (spur)
Rock Point........M. P. 459.4—4 cars

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS	FIRST CLASS		Distance from San Francisco via Marysville	Time Table No. 130 June 13, 1937	Distance from Springfield Jct.	FIRST CLASS		SECOND CLASS
	624	330	8				329	7	623
	Freight	Rogue River	Shasta				Rogue River	Shasta	Freight
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
YardBKWOTP	5.20AM	12.38AM	1.28PM	572.6	TO-R ROSEBURG 5.2	71.7	s 3.03AM	s 2.17PM	10.40AM
67 P	5.35	12.49	1.39	577.8	WINCHESTER 3.6	66.5	f 2.52	2.06	10.15
67 P	5.45	f 12.56	1.45	581.4	WILBUR 2.5	62.9	f 2.44	2.00	9.55
				583.9	DEADY 2.5	60.4			
66 P	6.00	f 1.04	f **1.52**	586.4	SUTHERLIN 2.7	57.9	f 2.36	**1.52**	9.40
63 WP	6.14	f 1.10	f 1.58	589.1	TO OAKLAND 6.3	55.2	f 2.30	f 1.42	9.30
43 P	6.30	f 1.22	2.09	595.4	ISADORA 2.1	48.9	f 2.18	1.28	9.10
65 P	6.40	1.27	2.15	597.5	RICE HILL 6.2	46.8	2.13	1.21	9.00
74 P	7.05	f 1.41	f 2.28	603.7	TO YONCALLA 5.3	40.6	f 2.00	f 1.07	8.40
78 Yard WP	7.25	f **1.50**	f 2.37	609.0	TO DRAIN 1.2	35.3	s **1.50**	f 12.57	8.25
				610.2	KREWSON 1.5	34.1			
36	**8.00**	f 1.57	2.41	611.7	LEONA 1.5	32.6	f 1.38	12.50	**8.00**
66 P	8.10	2.01	2.43	613.2	SAFLEY 2.0	31.1	1.34	12.47	7.50
	8.20	f 2.04		615.2	ANLAUF 0.9	29.1	f 1.31		7.40
18		f 2.06		616.1	CURTIN 1.8	28.2	f 1.29		
46 P	8.35	f 2.09	2.49	617.9	COMSTOCK 4.0	26.4	f 1.25	12.40	7.25
91 YP	8.50	f 2.20	3.00	621.9	DIVIDE 2.4	22.4	f 1.15	12.30	7.05
9				624.3	MONETT 0.7	20.0			
38	9.05	f 2.26	3.05	625.0	LATHAM 1.5	19.3	f 1.10	12.25	6.55
52 Yard WP	9.30	s 2.38	s 3.10	626.5	TO COTTAGE GROVE 2.6	17.8	s 1.06	s 12.22	6.51
(Spur 28)		f		629.1	SAGINAW 1.5	15.2	f		
70 P	9.45	f 2.47	3.19	630.6	WALKER 4.9	13.7	f 12.51	12.11	6.40
68 P	10.00	f 2.56	f 3.24	635.5	CRESWELL 5.4	8.8	f 12.43	12.04PM	6.29
71 P	10.15	f 3.05	3.31	640.9	GOSHEN 3.4	3.4	f 12.32	11.56AM	6.14
(Spur 85) YP	10.30AM	3.15AM	3.40PM	644.3	TO-R SPRINGFIELD JCT.	0.0	12.24AM	11.49AM	6.04AM
	Arrive Daily	Arrive Daily	Arrive Daily		(71.7)		Leave Daily	Leave Daily	Leave Daily
	(5.10) 13.87	(2.37) 27.40	(2.12) 32.59		Time over District Average Speed per Hour		(2.39) 27.06	(2.28) 29.07	(4.36) 15.59

A. B. S.

Eastward inferior trains may run ahead of delayed first class trains Springfield Junction to Eugene Yard.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Sutherlin	Receive or discharge Tuesday only	Any Station	Any Station
329	Dad's Creek M. P. 529.5	Receive or discharge	Any Station	Any Station
7	Wolf Creek	Receive or Discharge	Ashland	Portland
8	Wolf Creek	Receive or Discharge		Ashland

BROOKLYN SUBDIVISION

	EASTWARD												WESTWARD								
Capacity of Sidings in Car Lengths	SECOND CLASS			FIRST CLASS						Distance from San Francisco via Marysville and Klamath Falls	Time Table No. 130 June 13, 1937 **STATIONS**	Distance from Eugene Yard	FIRST CLASS						SECOND CLASS		
	668	624	662	20	8	18	24	16	330				17	15	7	19	23	329	661	623	667
	Freight	Freight	Freight	Klamath	Shasta	Oregonian	Cascade	West Coast	Rogue River				Oregonian	West Coast	Shasta	Klamath	Cascade	Rogue River	Freight	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yd. YBKWOP	1.45 PM		3.00 AM	1.30 PM		9.00 AM	6.10 AM	**12.25 AM**		528.6	TO-R CRESCENT LAKE	96.9	4.45 AM	s 5.25 AM		s 4.05 PM	**12.25 AM**		6.25 AM		3.00 PM
100 P	1.52		3.14	1.35		9.05	**6.15**	12.30		532.1	3.5 ODELL LAKE	93.4	4.37	5.17		f 3.56	12.18		**6.15**		2.50
155 Yd. WYP	2.05		3.22	f 1.43		9.12	6.22	f 12.38		536.7	4.6 TO CASCADE SUMMIT	88.8	4.30	5.10		f 3.48	12.10 AM		6.00		2.40
77 P	**2.20**		3.38	1.52		9.21	6.31	12.47		540.8	4.1 ABERNETHY	84.7	4.08	4.46		3.33	11.55 PM		5.43		**2.20**
106 WP	2.37		**3.54**	**2.03**		9.33	6.42	12.59		546.0	5.2 TO CRUZATTE	79.5	**3.54**	4.32		3.17	11.44		5.10		**2.03**
76 P	**3.03**		**4.20**	2.15		9.45	6.53	1.10		551.3	5.3 FRAZIER	74.2	3.42	**4.20**		**3.03**	11.32		4.45		1.45
106 YP	3.20		**4.32**	2.24		9.55	7.02	1.19		554.8	3.5 FIELDS	70.7	3.32	4.09		2.52	11.21		**4.32**		1.30
116 WP	3.38		4.50	**2.37**		10.08	7.15	1.31		560.4	5.6 TO WICOPEE	65.1	3.19	**3.55**		**2.37**	11.08		**3.55**		1.10
106 P	3.51		5.05	f 2.45		10.16	7.23	1.39		564.2	3.8 HEATHER	61.3	3.08	3.44		f 2.15	10.59		3.32		12.55
108 WP	4.07		5.20	2.56		10.27	7.34	f 1.50		569.3	5.1 TO McCREDIE SPRINGS	56.2	2.57	3.32		f 2.00	10.48		3.05		12.41
78 P	4.30		5.35	3.09		10.40	7.46	2.02		575.3	6.0 PRYOR	50.2	**2.44**	3.18		1.44	10.36		**2.44**		12.25
YardBKWOYP	4.55		6.00	s 3.24		10.53	7.58	s **2.14**		580.5	5.2 TO-R OAKRIDGE	45.0	2.32	f 3.05		s 1.35	10.24		**2.14**		12.11 PM
P	4.57		6.05					f 2.18		582.7	2.2 TO WESTFIR	42.8		2.57		f 1.21			1.57		11.55 AM
67 P	5.01		6.07	3.28		10.57	8.02	**2.23**		583.5	0.8 HEMLOCK	42.0	**2.23**	2.56		1.18	10.12		1.55		11.53
60 P	5.12		6.11	3.31		11.00	8.05	2.30		585.6	2.1 LOOKOUT	39.9	2.20	2.53		1.13	10.09		1.51		11.49
80 P	5.22		6.21	3.39		11.07	8.12	**2.45**		590.9	5.3 TO LAWLER	34.6	2.13	**2.45**		1.05	10.02		1.42		11.39
(Spur 10) P	5.24									592.1	1.2 ARMET	33.4				f 1.03			1.40		11.37
61 P	5.31		6.30	3.46		11.14	8.19	2.53		595.9	3.8 RESERVE	29.6	2.05	2.37		12.57	9.55		1.33		11.30
81 WP	5.40		6.40	3.53		**11.21**	8.26	3.01		600.8	4.9 CARTER	24.7	1.58	2.30		12.49	9.48		1.24		**11.21**
P	5.45		6.45	3.57				f 3.05		603.3	2.5 TO LOWELL	22.2				f 12.45			1.20		11.16
104 P	5.50		6.50	f 4.01		11.28	8.34	3.10		605.4	2.1 PENGRA	20.1	1.51	2.22		f 12.40	9.41		1.16		11.10
	5.56		6.56							608.4	3.0 FALL CREEK	17.1				f 12.34			1 10		
60 P	5.59		7.00	4.08		11.35	8.41	3.18		610.1	1.7 HILLS	15.4	1.44	2.15		12.30	9.34		1.07		11.02
P	6.03		7.05	4.11						611.9	1.8 JASPER	13.6				f 12.27			1.04		
81 P	6.07		7.09	4.14		11.41	8.46	3.24		614.1	2.2 NATRON	11.4	1.39	2.09		12.23	9.29		1.00		10.55
P	6.14		7.16	4.19		11.46	8.51	3.30		618.0	3.9 MOHAWK JCT	7.5	1.34	2.04		12.17	9.24		12.53		10.48
Yard WYP	6.17		7.20	4.22		11.48	8.53	f 3.32		619.4	1.4 TO-R SPRINGFIELD	6.1	1.32	2.02		s 12.15	9.22		12.50		10.45
(Spur 85) YP	6.20	10.45 AM	7.23	4.26	3.40 PM	11.52 AM	8.56	3.35	3 15 AM	620.6	1.2 TO-R SPRINGFIELD JCT	4.9	1.29	1.59	11.49 AM	12.10	9.19	12.24 AM	12.47	6.04 AM	10.42
Yard BKWP				s 4.35 4.45	s 3.50 4.00	s **12.01 PM** **12.15**	s 9.05 9.15	s **3.45** **3.55**	s **3.25** **4.00**	623.6	3.0 TO-R EUGENE	1.9	1.20 s 1.10	1.50 s 1.40	11.40 s 11.30	**12.01 PM** s **11.50 AM**	9.10 s 9.00	12.15 AM s 11.55 PM			
Yd. BKWOTYP	6.40 PM	11.05 AM	7.40 AM	4.52 PM	4.07 PM	12.22 PM	9.22 AM	4.02 AM	4.07 AM	625.5	1.9 TO-R EUGENE YARD	0.0	1.03 AM	1.33 AM	11.23 AM	11.43 AM	8.53 PM	11.48 PM	12.30 AM	5.45 AM	10.25 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(96.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.55) 19.71	(0.20) 14.70	(4.40) 20.76	(3.22) 28.78	(0.27) 10.89	(3.22) 28.78	(3.12) 30.28	(3.37) 26.79	(0.52) 5.65		Time over District Average Speed per Hour		(3.42) 26.19	(3.52) 25.06	(0.26) 11.31	(4.22) 22.19	(3.32) 27.42	(0.36) 8.17	(5.55) 16.38	(0.19) 15.47	(4.35) 21.14

Rule S-72—Exceptions: No. 330 is superior to Nos. 15, 23 and 17.

Nos. 18 and 20 are superior to No. 7.

No. 8 is superior to No. 19.

Nos. 16, 24 and 18 are superior to No. 329.

No. 17 reduce speed to 10 miles per hour at Westfir, and Crescent Lake daily, and No. 18 at Springfield daily except Sundays and Holidays, to exchange mail.

No. 16 slow down, stop if necessary at Springfield to exchange mail.

Eastward inferior trains may run ahead of delayed first-class trains Springfield Junction to Eugene Yard.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
19	Cruzatte and Fields	Receive or Discharge Sun., Tues., Thur.	Any Station	Any Station
19	Wicopee Fields Frazier and Abernethy	Monday Wednesday Friday	Any Station	Any Station
19	Signal M.P. 598.2	Receive or discharge	Any Station	Any Station
19	Salt Creek Falls M.P. 543	Receive or discharge	Any Station	Any Station
20	McCredie Springs West Fir Lowell Springfield	Receive or discharge	Eugene	Gerber Klamath Falls
16	Any Station	Discharge		
16	Fields and Wicopee	Receive Sunday	Any Station	

	EASTWARD			Time Table No. 130 June 13, 1937 Wendling Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		**STATIONS**	Distance from Mohawk Jct.	
Yd. KYP		662.3	TO-R	WENDLING	15.7	
(Spur) P		659.7		2.6 HYLAND	13.1	
42 WP		658.6	TO	1.1 MAROOLA	12.0	
		655.0		3.6 DONNA	8.4	
30		651.5		3.5 YARNELL	4.9	
		649.3		2.2 HENDRICKS	2.7	
P		646.6		2.7 MOHAWK JCT.	0.0	
				(15.7)		
				Time over District Average Speed per Hour		

EASTWARD

BROOKLYN SUBDIVISION

Capacity of Sidings in Car Lengths	SECOND CLASS						FIRST CLASS						Distance from San Francisco via Marysville	Time Table No. 130		
	666	686	682	664	678	670	20	8	18	24	330	16		June 13, 1937		
	Freight	Local Freight	Local Freight	Freight	Local Freight	Freight	Klamath	Shasta	Oregonian	Cascade	Rogue River	West Coast		STATIONS		
	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
YdBKWOYPT	6.00PM			9.25AM	6.00AM	1.40AM	4.52PM	4.07PM	12.22PM	9.22AM	4.07AM	4.02AM	649.2	TO-R EUGENE YARD		A. B. S.
67 P	6.06			9.31	6.07	1.46	4.56	**4.11**	12.26	9.26	4.11	4.06	653.0	IRVING	3.8	
68 P	6.17			9.42	6.20	1.57	5.03	4.18	12.33	9.33	4.18	4.13	659.9	SWAIN	6.9	
25 WP	6.20			9.44	6.22	1.59	5.05	f 4.20	12.35	9.35	f 4.22	4.15	660.6	TO JUNCTION CITY	0.7	
87 P	6.30			9.53	6.32	**2.10**	5.12	4.27	12.42	9.42	f 4.30	4.23	665.1	HARRISBURG	4.5	
67 P	6.40			10.02	6.42	2.19	5.18	4.33	12.48	9.48	4.36	4.28	670.7	FOLK	5.6	
98 P	6.50			10.08	6.48	2.26	5.23	f 4.38	12.52	9.52	f 4.41	4.33	673.8	TO HALSEY	3.1	
106 WP	7.00			10.17	7.00	2.35	5.28	4.44	12.58	9.58	f 4.48	4.39	679.0	SHEDD	5.2	
106 P	7.10			10.26	7.10	2.44	5.34	f 4.50	**1.04**	10.03	f 4.55	4.45	684.6	TANGENT	5.6	
P	7.18			**10.36**	7.20	2.52	5.39	4.56	1.09	10.08	5.01	4.50	689.9	PAGE	5.3	
Yd BKWOYPT	7.25			**10.45**	7.35	2.58	s 5.45	s 5.03	s 1.15	10.12	s 5.15	s 4.59	690.9	TO-R ALBANY	1.0	
98 P	**7.48**			10.57	7.45	3.10	5.55	5.13	1.25	**10.22**	5.25	5.09	695.4	MILLERSBURG	4.5	
104 P	8.15			11.04	7.55	3.17	6.01	5.18	1.31	**10.28**	f 5.31	5.14	699.5	JEFFERSON	4.1	
68 WP	8.35			11.12	8.10	3.25	6.07	5.24	1.37	10.33	f 5.37	5.19	704.2	TO MARION	4.7	
108 P	8.55			**11.22**	8.25	3.35	6.14	5.31	1.44	10.40	f 5.45	5.26	710.7	TURNER	6.5	
66 P	9.10			11.33	8.40	3.46	6.21	5.38	1.51	**10.47**	5.53	5.34	717.4	PRINGLE	6.7	
YardBKWOYP	9.15			11.36	8.55	3.49	s 6.27	s 5.45	s 1.57	10.52	s 6.00	s 5.42	718.2	TO-R SALEM	0.8	
P	9.18			11.38	9.00	4.00	6.29	5.47	1.59	10.55	6.02	5.44	718.8	LEMROOK	0.6	
80 P	**9.23**			11.43	9.05	4.05	6.34	5.52	**2.04**	11.00	6.07	5.49	720.3	FAIR GROUNDS	1.5	
88 P	9.35			11.47	**9.32**	4.09	6.37	5.55	2.07	11.03	6.10	5.52	722.2	LABISH	1.9	
26 P	9.40			11.49	9.37	4.11	6.38	f 5.57	2.08	11.04	f 6.12	5.54	723.3	CHEMAWA	1.1	
105 P	9.50			11.55AM	**9.43**	4.17	6.42	6.01	2.12	11.08	f 6.17	5.59	726.9	TO BROOKS	3.6	
67 P	10.00			12.04PM	**9.59**	4.26	6.48	f 6.07	2.18	11.14	f 6.23	6.05	732.1	TO GERVAIS	5.2	
70 P	10.05			12.08	10.10	4.30	**6.53**	6.11	2.21	11.18	6.27	6.09	734.5	POPLAR	2.4	
Yard WYP	10.10			12.09	10.20	4.31	s 6.57	s 6.14	2.22	11.19	s 6.32	6.14	735.2	TO WOODBURN	0.7	
46 P	10.20			12.15	10.30	4.37	7.02	6.19	2.27	11.24	f 6.37	6.19	738.8	HUBBARD	3.6	
68 P	10.29			12.19	10.40	4.42	7.06	6.23	2.31	11.28	6.41	6.23	741.6	HITO	2.8	
11 P	10.33			12.23	10.45	4.46	7.09	6.26	2.34	11.31	6.44	6.26	743.2	AURORA	1.6	
32 P	10.37			12.28	11.00	4.51	7.12	6.29	2.37	11.34	6.47	6.29	745.2	BARLOW	2.0	
36 Yard WP	**10.46**			12.31	11.10	4.54	7.14	s 6.31	2.39	11.36	s 6.50	6.31	746.8	TO CANBY	1.6	
75 YP	**11.11** **11.18**			12.32	11.15	4.55	7.16	**6.35**	2.40	11.37	6.51	6.32	747.4	FLANDER	0.6	
(Spur 16)P	11.25			12.39	11.30	5.02	7.22	6.40	2.45	11.42	6.56	6.37	750.1	NEW ERA	2.7	
67 P	11.30			12.41	11.35	5.04	7.24	6.42	2.47	11.44	6.58	6.39	750.8	COALCA	0.7	
67 P	11.37			12.46	11.45	5.09	7.29	6.48	2.52	11.50	7.03	6.44	752.9	PULP	2.1	
118 WP	11.42			**12.54**	**11.55AM**	5.15	7.35	s 6.55	2.56	**11.55AM**	s 7.10	s 6.48	755.5	TO OREGON CITY	2.6	
PI													756.1	W. V. R. CROSSING	0.6	
							7.39	6.59	3.01	12.01PM	7.16	6.54	757.3	PARK PLACE	1.2	
110 P	11.52			1.02	**12.37PM**	5.29	**7.47**	f 7.05	3.07	12.07	f 7.23	7.00	760.0	CLACKAMAS	2.7	
76 P	11.59PM			1.09	12.45	5.36	7.56	7.10	3.12	12.12	**7.29**	7.06	764.1	EAST MILWAUKIE	4.1	
P	12.05AM	7.20PM	3.40PM	1.11	12.55	5.38	7.59	7.12	3.14	12.14	7.31	7.11	765.2	WILLSBURG JCT.	1.1	
	12.07	7.22	3.42	1.13	12.57	5.40	8.01	7.13	3.15	12.15	7.33	7.13	766.0	REED	0.8	
Yd.BKWOTP	12.10AM	7.25PM	3.45PM	1.15PM	1.00PM	5.45AM	8.03	7.14	3.16	12.16	7.35	**7.15**	766.9	TO-R BROOKLYN	0.9	
IP							8.15	**7.25**	3.27	12.27	7.46	7.26	769.2	CLAY STREET	2.3	Double Track
							s 8.20	s 7.30	3.30	12.30	s 7.50	f 7.30	769.7	EAST MORRISON ST.	0.5	
BKIP							s 8.30PM	s 7.45PM	s 3.40PM	s 12.40PM	s 8.00AM	s 7.40AM	771.0	TO-R PORTLAND	1.3	
	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(121.8)		
	(6.10) 19.09	(0.05) 20.40	(0.05) 20.40	(3.50) 30.70	(7.00) 16.81	(4.05) 28.83	(3.38) 33.52	(3.38) 33.52	(3.18) 36.91	(3.18) 36.91	(3.53) 31.36	(3.38) 33.52		..............Time over District ....Average Speed per Hour		

Nos. 18 and 20 reduce speed to 10 miles per hour at Oregon City to exchange mail.
No. 8 stop on flag at Brooks for Express.
No. 16 slow down, stop if necessary at Aurora to exchange mail.
SEE page 7 for Tallman Branch trains using siding between Page and Albany and page 10 for Falls City Branch trains between Salem and Lemrock. Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

ADDITIONAL STATIONS

Renard	M. P. 716.2	
Bunting	M. P. 719.2	
Hawley Pulp & Paper Co.	M. P. 752.2	27 cars
Haskell	M. P. 761.0	7 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
20	Any Station	Discharge		Eugene
8	Any Station	Discharge		Eugene
8	Marion	Receive Fridays.		
16	Any Station	Discharge		Klamath Falls
24	Albany & Salem	Discharge		Berkeley

BROOKLYN SUBDIVISION

WESTWARD

Time Table No. 130 June, 13, 1937			Distance from Portland	FIRST CLASS						SECOND CLASS				
				7	19	23	329	17	15	677	663	665	685	681
				Shasta	Klamath	Cascade	Rogue River	Oregonian	West Coast	Local Freight	Freight	Freight	Local Freight	Local Freight
		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday
A. B. S.	TO-R	EUGENE YARD	121.8	11.23 AM	11.43 AM	8.53 PM	11.48 PM	1.03 AM	1.33 AM	2.15 PM	4.20 PM	2.50 AM		
		3.8												
		IRVING	118.0	11.19	11.38	8.49	f 11.44	12.59	1.29	2.08	**4.11**	2.38		
		6.9												
		SWAIN	111.1	11.12	11.30	8.42	11.35	12.52	1.22	1.55	3.58	2.23		
		0.7												
	TO	JUNCTION CITY	110.4	f 11.10	11.27	8.40	s 11.32	12.50	1.20	1.50	3.56	2.20		
		4.5												
		HARRISBURG	105.9	f 11.03	11.20	8.32	s 11.22	12.42	1.12	1.40	3.47	**2.10**		
		5.6												
		FOLK	100.3	10.57	11.13	8.26	11.13	12.36	1.05	1.30	3.38	2.01		
		3.1												
	TO	HALSEY	97.2	f 10.52	11.08	8.21	s 11.09	12.32	1.01	1.18	3.32	1.55		
		5.2												
		SHEDD	92.0	10.46	11.02	8.15	s 10.59	12.26	12.54	1.09	3.23	1.45		
		5.6												
		TANGENT	86.4	10.41	10.56	8.09	s 10.49	12.20	12.48	**1.04**	3.14	1.35		
		5.3												
		PAGE	81.1	**10.36**	10.50	8.04	10.40	12.15	12.42	12.35	3.06	1.25		
		1.0												
	TO-R	ALBANY	80.1	s 10.32	s **10.45**	8.00	s 10.36	s 12.10 AM	s 12.38	12.30	3.02	1.20		
		4.5												
		MILLERSBURG	75.6	**10.22**	10.33	**7.48**	10.17	11.58 PM	12.27	12.15	2.50	1.07		
		4.1												
		JEFFERSON	71.5	f 10.10	**10.28**	7.43	s 10.11	11.53	12.22	12.01 PM	2.43	12.57		
		4.7												
	TO	MARION	66.8	10.04	10.17	7.37	s 10.03	11.47	12.16	11.45 AM	2.35	12.47		
		6.5												
		TURNER	60.3	f 9.57	10.10	7.30	s 9.52	11.40	12.09	**11.22**	2.25	12.37		
		6.7												
		PRINGLE	53.6	9.48	10.03	7.22	9.40	11.32	12.01 AM	**10.47**	2.14	12.25		
		0.8												
	TO-R	SALEM	52.8	s 9.45	s 10.00	7.19	s 9.37	s 11.29	s 11.58 PM	10.40	2.11	12.21		
		0.6												
		LEMROCK	52.2	9.40	9.56	7.16	9.28	11.26	11.55	10.35	2.09	12.18		
		1.5												
		FAIR GROUNDS	50.7	9.35	9.51	7.11	**9.23**	11.21	11.50	10.30	**2.04**	12.13		
		1.9												
		LABISH	48.8	**9.32**	9.48	7.08	9.17	11.18	11.47	10.20	1.58	12.09		
		1.1												
		CHEMAWA	47.7	f 9.31	9.47	7.06	s 9.15	11.16	11.45	10.18	1.56	12.07		
		3.6												
	TO	BROOKS	44.1	f 9.27	**9.43**	7.02	s 9.09	11.12	11.41	10.12	1.50	12.01 AM		
		5.2												
	TO	GERVAIS	38.9	9.21	9.37	6.56	s 9.00	11.06	11.35	**9.59**	1.41	11.52 PM		
		2.4												
		POPLAR	36.5	9.17	9.34	**6.53**	8.54	11.03	11.31	9.40	1.37	11.47		
		0.7												
	TO	WOODBURN	35.8	s 9.15	f **9.33**	6.52	s 8.52	11.02	11.29	**9.33**	1.36	11.45		
		3.6												
		HUBBARD	32.2	f **9.10**	9.28	6.47	s 8.38	10.57	11.24	**9.10**	1.30	11.35		
		2.8												
		HITO	29.4	9.06	9.24	6.44	8.34	10.54	11.20	8.50	1.25	11.30		
		1.6												
		AURORA	27.8	9.03	9.21	6.41	s 8.31	10.51	11.17	8.45	1.21	11.26		
		2.0												
		BARLOW	25.8	9.00	9.18	6.38	f 8.25	10.48	11.14	8.40	1.17	11.22		
		1.6												
	TO	CANBY	24.2	f 8.58	9.16	6.36	s 8.23	**10.46**	11.12	8.35	1.14	11.19		
		0.6												
		FLANDER	23.6	8.56	9.15	**6.35**	8.20	10.45	**11.11**	8.30	1.13	**11.18**		
		2.7												
		NEW ERA	20.9	8.51	9.11	6.30	8.15	10.40	11.06	8.17	1.07	11.11		
		0.7												
		COALCA	20.2	8.49	9.09	6.28	8.13	10.38	**11.04**	8.15	1.05	**11.04**		
		2.1												
		PULP	18.1	8.44	9.04	6.23	8.05	10.33	10.59	8.05	1.00	10.53		
		2.6												
	TO	OREGON CITY	15.5	s 8.40	9.00	6.19	s 8.00	10.29	10.55	7.55	**12.54**	10.46		
		0.6												
		W. V. R. CROSSING	14.9											
		1.2												
		PARK PLACE	13.7	8.35	8.55	6.15	f 7.53	10.25	10.50					
		2.7												
		CLACKAMAS	11.0	f 8.29	8.49	6.09	s **7.47**	10.19	10.44	7.40	**12.37**	10.33		
		4.1												
		EAST MILWAUKIE	6.9	8.24	8.44	6.04	f 7.39	10.14	10.39	**7.29**	12.30	10.26		
		1.1												
		WILLSBURG JCT.	5.8	8.22	8.42	6.02	7.37	10.12	10.37	7.20	12.28	10.24	11.35 PM	11.50 PM
		0.8												
		REED	5.0	8.21	8.41	6.01	7.36	10.11	10.36	7.17		10.22	11.32	11.47
		0.9												
	TO-R	BROOKLYN	4.1	8.20	8.40	6.00	7.35	10.10	10.35	**7.15 AM**	12.25 PM	10.20 PM	11.30 PM	11.45 PM
		2.3												
Double Track		CLAY STREET	1.8	8.10	8.30	5.50	**7.25**	10.00	10.25					
		0.5												
		EAST MORRISON ST.	1.3	s 8.07	s 8.27	5.47	s 7.22	9.57	s 10.22					
		1.3												
	TO-R	PORTLAND	0.0	8.00 AM	8.20 AM	5.40 PM	7.15 PM	9.50 PM	10.15 PM					
		(121.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Saturday
		Time over District		(3.23)	(3.23)	(3.13)	(4.33)	(3.13)	(3.18)	(7.00)	(3.55)	(4.30)	(0.05)	(0.05)
		Average Speed per Hour		36.00	36.00	37.86	26.76	37.86	36.90	16.81	30.05	26.15	20.40	20.40

See page 7 for Tallman Branch trains using siding between Albany and Page, and page 10 for Falls City Branch trains between Lemrock and Salem.

Falls City Branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

ADDITIONAL STATIONS		
	Renard	M. P. 716.2
	Bunting	M. P. 719.2
	Hawley Pulp & Paper Co.	M. P. 752.2—27 cars
	Haskell	M. P. 761.0— 7 cars

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Any Station	Receive	Eugene	
329	Any Station	Receive	Eugene	
15	Any Station	Receive	Klamath Falls	
23	Salem & Albany	Receive	Berkeley	
17	East Morrison St.	Receive	Klamath Falls	

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 130	Distance from Powers	FIRST CLASS	SECOND CLASS
	752	334			June 13, 1937		333	751
	Local Freight	Coos Bay			Coos Bay Branch		Coos Bay	Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard BKWP		12.30AM	647.3	TO-R	EUGENE 1.0	166.2	s 12.01AM	
Yard BKWOYTP	6.30AM		648.3	TO-R	EUGENE YARD 1.0	165.2		11.45AM
			649.3		O. E. CROSSING 2.3	164.2	11.54PM	
61	6.42		651.6		DANEBO 5.9	161.9	11.49	11.35
	7.00	f 12.55	657.5		MAYWOOD 3.0	156.0	f 11.33	
44 P	7.08	f 1.02	660.5	TO	VENETA 1.6	153.0	s 11.27	11.05
		f	662.1		LONG TOM 3.2	151.4	f	
30 WP	7.20	f 1.12	665.3		NOTI 3.0	148.2	f 11.16	10.45
	7.30	f 1.19	668.3		VAUGHN 3.2	145.2	f 11.09	
19	7.40	f 1.26	671.5		FLAGG 1.2	142.0	f	10.25
P		f 1.30	672.7		PENN 3.2	140.8	f 11.00	
30 P	7.55	f 1.37	675.9		WALTON 0.7	137.6	f 10.52	10.10
		f	676.6		SHANNON 2.4	136.9	f	
PW		f	679.0		GLOBE 3.1	134.5	f	
		f	682.1		AUSTA 1.9	131.4	f	
		f	684.0		LINSLAW 1.0	129.5	f	
60 P	8.15	f 1.58	685.0		RICHARDSON 3.1	128.5	f 10.32	9.40
		f	688.1		BEECHER 5.7	125.4	f	
47 WP	8.40	f 2.18	693.8		NEKOMA 3.3	119.7	f 10.14	9.10
60 P	**8.55**	f 2.26	697.1		SWISSHOME 0 7	116.4	f 10.06	**8.55**
		f	697.8		SIUSLAW 2.8	115.7	f 10.04	
13	9.20	f 2.35	700.6		RAINROCK 4.7	112.9	f 9.58	8.40
57 P	9.55	s 2.48	705.3		MAPLETON 5.0	108.2	s 9.49	8.25
	10.10	f 3.01	710.3		BECK 4.7	103.2	f 9.36	8.10
60 WP	10.25	f 3.11	715.0		WENDSON 1.3	98.5	f 9.26	8.00
P	10.35	s 3.25	716.3	TO	CUSHMAN 1.7	97.2	s 9.22	7.45
20	10.50	f 3.30	718.0		SIBOCO 3.3	95.5	f 9.14	7.35
(Spur18) P	11.20	f 3.40	721.3		CANARY 3.7	92.2	f 9.05	7.20
13 P	11.55AM	s 3.50	725.0		SILTCOOS 2.2	88.5	s 8.55	7.05
(Spur 12)	12.10PM	f 3.58	727.2		ADA 1.1	86.3	f 8.49	6.55
40 P	12.20	f 4.02	728.3		BOOTH 4.5	85.2	f 8.47	6.45
19 P	12.45	f 4.14	732.8		KROLL 2.3	80.7	f 8.36	6.30
15	1.00	f 4.19	735.1		BRENHAM 3.7	78.4	f 8.30	6.20
42 P	1.30	s 4.28	738.8		GARDINER 1.6	74.7	s 8.22	6.05
Yard KWP	2.00PM	s 4.35AM	740.4	TO-R	REEDSPORT	73.1	8.15PM	6.00AM
	Arrive Daily Ex. Sunday	Arrive Daily			(93 1)		Leave Daily	Leave Daily Ex. Sunday
	(7.30) 12.28	(4.05) 22.80			Time over District Average Speed per Hour		(3.46) 24.72	(5.45) 16.02

No. 333 and No. 334 stop at Siboco and North Lake daily to pick up express and cream shipments.

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS	FIRST CLASS	Distance from San Francisco		Time Table No. 130	Distance from Powers	FIRST CLASS	SECOND CLASS
	752	334			June 13, 1937		333	751
	Local Freight	Coos Bay			Coos Bay Branch		Coos Bay	Local Freight
	Leave Daily Ex. Sunday	Leave Daily			STATIONS		Arrive Daily	Arrive Daily Ex. Sunday
Yard KWP	2.30PM	4.40AM	740.4	TO-R	REEDSPORT 4.8	73.1	s 8.10PM	5.50AM
30	2.45	f 4.52	745.2		THARP 2.8	68.3	f 7.59	5.35
		f	748.0		WILLARD 4.1	65.5	f	
60 WP	3.10	s **5.12**	752.1		LAKESIDE 7.2	61.4	s 7.42	**5.12**
13 P	3.30	f 5.27	759.3		HAUSER 2.5	54.2	f 7.28	4.35
		f	761.8		ROGERS 1.2	51.7	f	
60	3.40	f 5.37	763.0		COOS 2.6	50.5	f 7.21	4.25
60 P	3.55	s 5.59	765.6		NORTH BEND 3.3	47.9	s 7.12	4.15
Yard BKWOYP	4.10PM	s 6.20AM	768.9	TO-R	MARSHFIELD 1.6	44.6	7 00PM	4.00AM
62 P			770.5		McCORMAC 0.8	43.0		
			771.3		CLEO 1.8	42.2		
			773.1		HAYDEN 0.8	40.4		
			773.9		INLET 4.6	39.6		
Yard P			778.5		OVERLAND 6.0	35.0		
25 P			784.5		CEDAR POINT 0.5	29.0		
100			785.0		FAIRVIEW JUNCTION 0.8	28.5		
Yard BKP			785.8	TO-R	COQUILLE 2.8	27.7		
			788.6		JOHNSON 3.2	24.9		
41 P			791.8		NORWAY 2.9	21.7		
Yard WTP			794.7	TO	MYRTLE POINT 1.7	18.8		
			796.4		ESTABROOK 3.3	17.1		
(Spur 9)			799.7		BROADBENT 2.4	13.8		
Yard P			802.1		WARNER 5.5	11.4		
Yard P			807.6		GAYLORD 1.2	5.9		
(Spur 18)			808.8		BYERLE 1.5	4.7		
			810.3		FENSLER 3.2	3.2		
Yard BKWTP			813.5	TO-R	POWERS	0.0		
	Arrive Daily Ex. Sunday	Arrive Daily			(73.1)		Leave Daily	Leave Daily Ex. Sunday
	(1.40) 17.10	(1.40) 17.10			Time over District Average Speed per Hour		(1.10) 24.42	(1.50) 15.54

Water Supply MP 780.8

ADDITIONAL FLAG STOPS

Train	At	
All	School	M. P. 744.2
All	Ivy	M. P. 747.1
All	Bufo	M. P. 749.0
All	North Lake	M. P. 751.0

BROOKLYN SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Tallman Branch STATIONS	Distance from Tallman	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yd. BKWOTYP	6.20 AM	690.9	TO-R	ALBANY	8.8	4.30 PM
				1.0		
P	6.24	689.9 689.5		PAGE	7.8	4.25
				2.0		
9	6.28	691.5		FROMAN	5.8	4.18
				2.2		
9	6.33	693.7		FRY	3.6	4.11
				1.7		
10	6.37	695.4		GOLTRA	1.9	4.06
				1.9		
Yard YP	6.43 AM	697.3	R	TALLMAN	0.0	4.00 PM
	Arrive Daily Ex. Sunday			(8.8)		Leave Daily Ex. Sunday
	(0.23) 22.98			........Time over District........ ....Average Speed per Hour....		(0.30) 17.60

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Woodburn-Springfield Branch STATIONS	Distance from Woodburn	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP		645.0	TO-R	SPRINGFIELD	92.8	
				3.9		
(Spur 10)		648.9		ARMITAGE	88.9	
				3.5		
12		652.4		COBURG	85.4	
				7.9		
(Spur 10) P		660.3		PRICEBORO	77.5	
				3.3		
11 P		663.6		ROWLAND	74.2	
				8.4		
9 PW		672.0	TO	BROWNSVILLE	65.8	
				6.3		
12		678.3		PLAINVIEW	59.5	
				4.1		
10		682.4		LOWSON	55.4	
				2.4		
Yard YP	6.45 AM	684.8	R	TALLMAN	53.0	3.55 PM
				0.7		
11	6.50	685.5		IRVINVILLE	52.3	3.50
				3.0		
Yard KWP	7.15	688.5	ABS TO-R	LEBANON	49.3	3.40
				4.3		
12	7.30	692.8		BREWSTER	45.0	3.30
				2.1		
13	7.40	694.9		GRIGGS	42.9	3.25
				2.5		
12 P	7.50	697.4		CRABTREE	40.4	3.15
				1.5		
(Spur 11)	7.55	698.9		GAINES	38.9	3.10
				1.7		
		700.6		GILKEY	37.2	
				2.3		
15 P	8.10	702.9	TO	WEST SCIO	34.9	2.55
				1.8		
Yard WYP	8.20 AM	704.7	R	SHELBURN	33.1	2.50 PM
				2.2		
14		706.9		NORTH SANTIAM	30.9	
				1.4		
10		708.3		WEST STAYTON	29.5	
				3.8		
W		712.1		AUMSVILLE	25.7	
				2.9		
26		715.0		SHAW	22.8	
				2.4		
14		717.4		MACLEAY	20.4	
				2.0		
21 YP		719.4	R	GEER	18.4	
				1.9		
17		721.3		PRATUM	16.5	
				1.7		
(Spur 10)		723.0		SWITZERLAND	14.8	
				4.3		
Yard WYP		727.3	TO	SILVERTON	10.5	
				2.3		
(Spur 11)		729.6		DOWNS	8.2	
				1.9		
26 P		731.5	TO	MT. ANGEL	6.3	
				2.2		
14		733.7		McKEE	4.1	
				4.1		
Yard WYP		737.8	TO-R	WOODBURN	0.0	
	Arrive Daily Ex. Sunday			(92.8)		Leave Daily Ex. Sunday
	(1.35) 11.51			........Time over District........ Average Speed per Hour		(1.05) 18.37

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 732 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Mill City Branch STATIONS	Distance from Idanha	SECOND CLASS 731 Mixed Arrive Daily Ex. Sunday
Yard WYP	8.25 AM	705.0	R	SHELBURN	45.0	2.45 PM
				5.9		
11 P	8.50	710.9		KINGSTON	39.1	2.20
				4.5		
		715.4		WILLIAMS	34.6	
				3.9		
13 WP	9.20	719.3	TO	LYONS	30.7	1.50
				0.9		
(Spur 9) P		720.2		FAWN	29.8	
				2.3		
	9.35	722.5		FOX VALLEY	27.5	1.35
				4.1		
Yard KWYP	9.55 AM	726.6	TO-R	MILL CITY	23.4	1.15 PM
				2.9		
19 P		729.5		GATES	20.5	
				4.3		
		733.8		NIAGARA	16.2	
				1.9		
23		735.7		LAKEWOOD	14.3	
				4.4		
7		740.1		GRANITE MOUNTAIN	9.9	
				0.7		
		740.8		HALLS	9.2	
				0.6		
30		741.4		ELK RIVER	8.6	
				4.5		
Yard KPT		745.9	TO-R	DETROIT	4.1	
				0.7		
12		746.6		LARSON	3.4	
				1.6		
27		748.2		GREYSTONE	1.8	
				0.6		
		748.8		BIRCHWOOD	1.2	
				1.2		
25		750.0		IDANHA	0.0	
	Arrive Daily Ex. Sunday			(45.0)		Leave Daily Ex. Sunday
	(1.30) 14.40			........Time over District........ ...Average Speed per Hour...		(1.30) 14.40

EASTWARD — WESTWARD

Capacity of sidings in car lengths		Distance from San Francisco		Time Table No. 130 June 13, 1937 Geer Branch STATIONS	Distance from Geer	
Yd. BKWOYP		725.9	TO-R	SALEM	6.5	
				3.3		
		722.6		LACHMUND	3.2	
				3.2		
21 YP		719.4		GEER	0.0	
				(6.5)		
				..........Time over District.......... ....Average Speed per Hour....		

Water Supply M.P. 738.9.

Woodburn-Springfield Branch:

Additional Stations

- Chestnut......................M.P. 650.5— 7 cars (spur)
- Anderson....................M.P. 652.0— 3 cars (spur)
- Wilkins.......................M.P. 656.5— 5 cars (spur)
- Twin Buttes.................M.P. 667.6— 3 cars (spur)
- Stanwood...................M.P. 671.0— 5 cars
- Linn............................M.P. 674.3— 3 cars (spur)
- C. W. Paper Co...........M.P. 687.9—30 cars (spur)
- Balm...........................M.P. 696.5—10 cars (spur)
- Shaff...........................M.P. 709.9— 4 cars (spur)
- Baron..........................M.P. 732.6— 7 cars (spur)

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 710 Mixed Leave Tues., Thurs., Sat.	SECOND CLASS 706 Mixed Leave Mon. Wed., Fri.	Distance from San Francisco		Time Table No. 130 June 13, 1937 Toledo Branch STATIONS	Distance from Albany	SECOND CLASS 705 Mixed Arrive Tues., Thurs., Sat.	SECOND CLASS 709 Mixed Arrive Mon., Wed., Fri.
Yard BKPOTW		7.45 AM	765.6	TO-R	TOLEDO	74.7	12.45 PM	
					9.1			
		8.15	756.5		ELK CITY	65.6	12.05 PM	
					2.7			
		8.25	753.8		MORRISON	62.9	11.50 AM	
					3.2			
10 P		8.40	750.6		CHITWOOD	59.7	11.35	
					5.4			
35 P		9.00	745.2		EDDYVILLE	54.3	11.15	
					6.3			
39 P		9.20	738.9		NORTONS	48.0	10.50	
					5.2			
29 TWP		9.40	733.7		NASHVILLE	42.8	10.30	
					5.2			
33 P		10.05	728.5		SUMMIT	37.6	10.05	
					2.5			
			726.0		DEVITT	35.1		
					2.8			
11 P		11.25	723.2		BLODGETT	32.3	8.30	
					1.2			
W			722.0		ALDER	31.1		
					3.6			
8			718.4		HARRIS	27.5		
					1.2			
			717.2		RUSSELL	26.3		
					1.3			
15 P		11.55 AM	715.9		WRENS	25.0	7.50	
					6.5			
P			709.4		FLYNN	18.5		
					0.9			
18 WP		12.30 PM	708.5		PHILOMATH	17.6	7.20	
					2.5			
			706.0		CONROY	15.1		
					2.9			
Yd. BKWOYP	1.10 PM	1.10	703.1	TO-R	CORVALLIS	12.2	7.00	7.00 AM
					1.0			
P	1.25	1.25	702.1		CORVALLIS JCT.	11.2	6.40	6.40
					5.0			
25	1.45	1.45	697.1		GRANGER	6.2	6.23	6.23
					4.5			
			692.6		NORTH ALBANY	1.7		
					1.7			
Yd. BKWOYP	2.10 PM	2.10 PM	690.9	TO-R	ALBANY	0.0	6.00 AM	6.00 AM
	Arrive Tues. Thurs., Sat.	Arrive Mon., Wed., Fri.			(74.7)		Lv. Tuesday Thurs., Sat.	Lv. Monday Wed., Fri.
	(1.00) 12.20	(6.25) 11.64			..............Time over District.............. ....Average Speed per Hour.........		(6.45) 11.06	(1.00) 12.20

Water Supply—M.P. 750.2. Toledo Branch.

Additional Stations

- Bittner Plug Lumber Co. .M.P. 764.5—3 cars (spur)
- Marval...................M.P. 727.3—3 cars

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 758 Mixed	 738 Mixed	 682 Local Freight	 710 Mixed	Distance from San Francisco		Time Table No. 130 June 13, 1937 West Side Branch STATIONS	Distance from Hillsboro	SECOND CLASS 681 Local Freight	 737 Mixed	 709 Mixed	 757 Mixed
	Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.					Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.
15 P					662.6		CHESHIRE	101.9				
14 P					664.5		1.9 BEAR CREEK	100.0				
11 P					666.9		2.4 FERGUSON	97.6				
Yard P				11.45AM	671.7	TO-R	4.8 MONROE	92.8			8.45AM	
24 PYW				11.50AM	673.0	R	1.3 ALPINE JCT.	91.5			8.40	
					673.9		0.9 STARR	90.6				
				12.01PM	674.8		0.9 BURNETT	89.7			8.31	
				12.08	676.8		2.0 BRUCE	87.7			8.25	
(Spur 10)				12.10	677.6		0.8 RECKARDS	86.9			8.22	
30				12.21	681.3		3.7 GREENBERRY	83.2			8.08	
30				12.35	684.6		3.3 DRY CREEK	79.9			7.58	
50				12.45	686.9		2.3 BURGESS	77.6			7.50	
YdBKWOYP		8.00AM		1.00PM	688.9	TO-R	2.0 CORVALLIS	75.6		12.30PM	7.45AM	
P		8.15			689.9		1.0 CORVALLIS JCT.	74.6		12.15PM		
		8.35			693.7		3.8 LEWISBURG	70.8		11.55AM		
W		8.50			696.2		2.5 CALLOWAY	68.3		11.40		
20 P		9.05			698.9		2.7 WELLSDALE	65.6		11.25		
20		9.15			702.0		3.1 SUVER	62.5		11.15		
18 P		9.25			704.0		2.0 PARKER	60.5		11.05		
		9.50			707.0		3.0 WIGRICH JCT.	57.5		10.50		
Yard P		**10.20**			709.3	TO	2.3 INDEPENDENCE	55.2		**10.20**		
51 P		10.30			710.5		1.2 V. & S. JCT.	54.0		10.00		
Yard YP		10.50			714.3	TO-R	3.8 GERLINGER (F. C. Csg.)	50.2		9.35		
19 WP		10.55			715.0		0.7 DERRY	49.5		9.30		
(Spur 10) P		11.15			718.4		3.4 CROWLEY	46.1		9.10		
20 P		11.40AM			722.8		4.4 McCOY	41.7		8.50		
28 P		12.10PM			728.1		5.3 AMITY	36.4		8.30		
Yard WYP	2.15PM	12.25			730.7	R	2.6 WHITESON	33.8		8.20		8.55AM
Yard KW OP	2.40PM	12.45PM	12.30PM		734.9	TO-R	4.2 McMINNVILLE	29.6	2.35AM	8.00AM		8.30AM
Yard YP			12.50PM		738.0	R	3.1 ST. JOSEPH	26.5	2.15AM			
94 Yd. KWP					742.2	TO	4.2 CARLTON	22.3				
18 P					745.6		3.4 YAMHILL	18.9				
14 P					748.0		2.4 COVE ORCHARD	16.5				
11					750.7		2.7 WAPATO	13.8				
15 WP					753.1		2.4 GASTON	11.4				
31					753.8		0.7 PATTON	10.7				
Yd.(Spur20)P					754.9		1.1 SEGHERS	9.6				
18					756.9		2.0 DILLEY	7.6				
P					757.8		0.9 DETOUR	6.7				
Yard P					759.0		1.2 FOREST GROVE	7.9				
23 P					758.5 759.2		1.9 CARNATION	6.0				
25 P					761.7		2.5 CORNELIUS	3.5				
					762.7		1.0 KILLGORE	2.5				
					763.6		0.9 JOBE	1.6				
P					764.7		1.1 RANGE	0.5				
Yd.BKWOYP					765.2	TO-R	0.5 HILLSBORO	0.0				
	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.			(101.9)		Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.
	(0.25) 10.08	(4.45) 9.02	(0.20) 9.30	(1.15) 13.76			Time over District Average Speed per Hour		(0.20) 9.30	(4.30) 10.22	(1.00) 17.20	(0.25) 10.08

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight	Distance from San Francisco		Time Table No. 130 June 13, 1937 West Side Branch STATIONS	Distance from Cook	SECOND CLASS 685 Local Freight	
	Leave Daily					Arrive Daily	
YdBKWOYP	5.35PM	765.2 766.2	TO-R	HILLSBORO	16.6	2.20AM	
P		767.8		1.6 NEWTON	15.0		
33 P	5.50	770.9		3.1 REEDVILLE	11.9	1.20	
9		772.4		1.5 ALOHA	10.4		
		773.0		0.6 HUBER	9.8		
50 Yard P	6.10	775.4		2.4 BEAVERTON	7.4	1.05	
		777.6		2.2 FANNO	5.2	12.50	
13		778.4		0.8 ROBINSON	4.4	12.45	
IP		779.2		0.8 O. E. CROSSING	3.6		
	6.25	779.9		0.7 TIGARD	2.9	12.35	
Yard WYP	6.45PM	782.8	TO-R	2.9 COOK	0.0	12.20AM	
	Arrive Daily			16.6		Leave Daily	
	(1.10) 14.23			Time over District Average Speed per Hour		(2.00) 8.30	

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 746 Mixed	Distance from San Francisco		Time Table No. 130 June 13, 1937 Bellfountain Branch STATIONS	Distance from Bailey Jct.	SECOND CLASS 745 Mixed	
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
Yard	9.45AM	679.9	R	DAWSON	4.9	9.41AM	
		678.1		1.8 CEBU	3.1		
	10.07	677.0		1.1 BELLFOUNTAIN	2.0	9.29	
Yard	10.22AM	675.0	R	2.0 BAILEY JCT.	0.0	9.20AM	
	Arrive Daily Ex. Sunday			(4.9)		Leave Daily Ex. Sunday	
	(0.37) 7.94			Time over District Average Speed per Hour		(0.21) 14.00	

EASTWARD BROOKLYN SUBDIVISION WESTWARD

Capacity of sidings in car lengths	SECOND CLASS 748 Mixed	Distance from San Francisco		Time Table No. 130 June 13, 1937 Alpine Branch STATIONS	Distance from Alpine Jct.	SECOND CLASS 745 Mixed	 747 Mixed
	Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
Yard		678.8		GLENBROOK	5.8		
12	11.00AM	676.2		2.6 ALPINE	3.2		10.35AM
Yard	11.15	675.0	R	1.2 BAILEY JCT.	2.0	9.15AM	10.25AM
25 PYW	11.30AM	673.0	R	2.0 ALPINE JCT.	0.0	9.05AM	
	Arrive Daily Ex. Sunday			(5.8)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.30) 6.40			Time over District Average Speed per Hour		(0.10) 12.00	(0.10) 7.19

See page 7 for additional trains between Corvallis and Corvallis Jct.

Additional Stations
West Side Branch:
Richfield Oil Co.........M.P. 774.5— 3 cars (spur)
Ironhill..................M.P. 782 — 7 cars
Stimson Mill 2.41 miles from Seghers, .15 cars
Wigrich 2.53 miles from Wigrich Jct... 6 cars (spur)

BROOKLYN SUBDIVISION

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 690 Local Leave Daily Ex. Sunday	SECOND CLASS 686 Local Freight Leave Daily	SECOND CLASS 688 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Tillamook Branch STATIONS	Distance from Hillsboro	SECOND CLASS 687 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 685 Local Freight Arrive Daily	SECOND CLASS 689 Local Arrive Daily Ex. Sunday
Yd.BKWOYP	12.15 AM			885.8	TO-R	TILLAMOOK	90.6			1.55 PM
						4.4				
12	12.30			851.4		IDAVILLE	86.2			1.34
						1.5				
(Spur 10) P	12.40			849.9		BAY CITY	84.7			1.15
						3.5				
20	1.00			846.4		MIAMI	81.2			12.45
						0.7				
Yard P	1.10			845.7		GARIBALDI	80.5			12.40
						1.9				
17 W				843.8		BARVIEW	78.6			12.25
						2.0				
				841.8		TWIN ROCKS	76.6			
						1.1				
	1.30			840.7		ROCKAWAY	75.5			12.10 PM
						0.7				
11	1.45			840.0		LAKE LYTLE	74.8			11.55 AM
						1.4				
				838.6		HADDON	73.4			
						1.5				
26 P	1.55			837.1		JETTY	71.9			11.40
						0.6				
	2.10			836.5		BRIGHTON	71.3			11.35
						2.9				
Yd. BKWOP	2.20 AM		8.15 AM	833.6	TO-R	WHEELER	68.4	10.30 AM		11.30 AM
						0.4				
				833.2		HALL ST.	68.0			
						2.0				
10 P			8.45	831.2		MOHLER	66.0	10.15		
						2.8				
			8.55	828.4		KNUDSON	63.2	10.00		
						1.3				
Yard				827.1		FOSS	61.9			
						2.0				
59 P			**9.30**	825.1		BATTERSON	59.9	**9.30**		
						2.6				
P				822.5		NEHALEM FALLS	57.3			
						3.6				
16 P			10.00	818.9		WAKEFIELD	53.7	8.54		
						3.2				
Yard TP			10.25	815.7		SALMONBERRY	50.5	8.25		
						2.3				
16				813.4		BELFORT	48.2			
						2.4				
52 Yard WTP			11.00	811.0	TO	ENRIGHT	45.8	8.00		
						3.0				
				808.0		EDWARDS	42.8			
						1.0				
14 P			11.25	807.0		BELDING	41.8	7.40		
						1.9				
47 P			11.40 AM	805.1		MAYO	39.9	7.30		
						5.1				
Yd. WOTP			12.15 PM	800.0	TO	COCHRAN	34.8	7.00		
						3.2				
38 P			12.35	796.8		WEDEBURG	31.6	6.20		
						2.5				
(Spur 23) P			12.55	794.3		WESTIMBER	29.1	6.05		
						1.2				
Yd.BKWOTP		3.00 PM	1.00 PM	793.1	TO-R	TIMBER	27.9	6.00 AM	4.05 AM	
						0.6				
(Spur 13) P				792.5		HULBERT	27.3			
						4.0				
80 P		3.20		788.5		STRASSEL	23.3		3.45	
						3.6				
		3.35		784.9		SCOFIELD	19.7		3.30	
						3.7				
Yard WYP		3.50		781.2		BUXTON	16.0		3.15	
						2.3				
				778.9		MANNING	13.7			
						4.2				
34 P		4.15		774.7		BANKS	9.5		2.55	
						0.9				
(Spur 23)				773.8		WILKESBORO	8.6			
						1.3				
(Spur 9)		4.25		772.5		ROY	7.3		2.40	
						2.3				
23		4.35		770.2		SCHEFFLIN	5.0		2.35	
						1.1				
		4.40		769.1		BAGLEY	3.9			
						2.7				
48 P				766.4		MAHAN	1.2		2.30	
						0.9				
21 P				765.5		MAIN STREET	0.3			
						0.1				
				765.4		O. E. CROSSING	0.2			
						0.2				
Yd.BKWOYP		5.35 PM		765.2	TO-R	HILLSBORO	0.0		2.20 AM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday			(90.6)		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(2.05) 10.66	(2.35) 10.80	(4.45) 8.53			……Time over District…… ……Average Speed per Hour……		(4.30) 9.00	(1.45) 15.94	(2.25) 9.19

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	SECOND CLASS 682 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Newberg Branch STATIONS	Distance from Jefferson St.	SECOND CLASS 685 Local Freight Arrive Daily	SECOND CLASS 681 Local Freight Arrive Daily Ex. Sunday
Yard YP		12.50 PM	738.0	R	ST. JOSEPH	36.5		2.15 AM
					1.5			
17 P		1.00	739.5		LAFAYETTE	35.0		2.05
					2.6			
10 P		1.10	742.1		DAYTON	32.4		1.55
					4.0			
27 P		1.20	746.1		DUNDEE	28.4		1.45
					2.4			
Yard P		1.55	748.5 748.8	TO	NEWBERG	26.0		1.30
					2.0			
11 WP		2.10	750.8		SPRINGBROOK	24.0		1.15
					2.2			
10 P		2.25	753.0		REX	21.8		1.05
					1.3			
10 P		2.30	754.3		CHEHALEM	20.5		1.00
					0.4			
10		2.35	754.7		VOTAW	20.1		12.55
					1.4			
			756.1		MIDDLETON	18.7		
					1.5			
25 P		2.40	757.6		SHERWOOD	17.2		12.50
					1.9			
			759.5		CIPOLE	15.3		
					1.0			
			760.5		HERRMAN	14.3		
					1.5			
17 P		2.50	762.0		TUALATIN	12.8		12.40
					0.4			
			762.4		GALBREATH	12.4		
					1.6			
Yard WYP	6.45 PM	3.05	764.0	A.B.S TO-R	COOK	10.8	12.20 AM	12.30
					0.5			
48	6.50	3.07	764.5		BRYANT	10.3	12.15	12.25
					3.3			
25 Yard WP	7.04	3.20	767.8	TO	OSWEGO	7.0	12.05 AM	12.15
					0.3			
P	7.05 PM	3.21 PM	768.1		WILSONIA	6.7	11.49 PM	12.05 AM
					1.5			
			769.6		RIVERWOOD	5.2		
					1.7			
15			771.3		CEMETERY	3.5		
					1.3			
			772.6		JONES	2.2		
					0.5			
(Spur 14)			773.1		ZIMMERMAN	1.7		
					0.2			
			773.3		MULBOX	1.5		
					0.1			
			773.4		THORSEN	1.4		
					1.4			
(Spur 30)			774.8		JEFFERSON ST.	0.0		
	Arrive Daily	Arrive Daily Ex. Sunday			(36.5)		Leave Daily	Leave Daily Ex. Saturday
	(0.20) 12.30	(2.31) 11.84			……Time over District…… ……Average Speed per Hour……		(0.31) 7.94	(2.10) 13.75

EASTWARD / WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 686 Local Freight Leave Daily	SECOND CLASS 682 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco	Time Table No. 130 June 13, 1937 Milwaukie Branch STATIONS	Distance from Willsburg Jct.	SECOND CLASS 685 Local Freight Arrive Daily	SECOND CLASS 681 Local Freight Arrive Daily Ex. Sunday
P	7.05 PM	3.21 PM	768.1	WILSONIA	3.2	11.49 PM	12.05 AM
				0.9			
34 P	7.09	3.25	769.0	MENEFEE	2.3	11.43	12.01 AM
				1.1			
	7.13	3.30	770.1	MILWAUKIE	1.2	11.40	11.57 PM
				1.2			
P	7.18 PM	3.35 PM	771.3	WILLSBURG JCT.	0.0	11.36 PM	11.52 PM
	Arrive Daily	Arrive Daily Ex. Sunday		(3.2)		Leave Daily	Leave Daily Ex. Saturday
	(0.13) 14.77	(0.14) 13.71		……Time over District…… ……Average Speed per Hour……		(0.13) 14.77	(0.13) 14.77

ADDITIONAL STATIONS Tillamook Branch:

Wilkesboro Brick and Tile Co.…. M.P. 773.5—3 cars (spur)

Rector	M.P. 819.8	Stonehill	M.P. 826.1
Maples	M.P. 821.1	Lynbrook	M.P. 826.7
Badger	M.P. 823.7	Saltair	M.P. 841.2

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 730 Mixed Leave Daily Ex. Sunday	SECOND CLASS 726 Mixed Leave Daily Ex. Sunday	Distance from San Francisco		Time Table No. 130 June 13, 1937 Falls City Branch STATIONS	Distance from Salem	SECOND CLASS 725 Mixed Arrive Daily Ex. Sunday	SECOND CLASS 729 Mixed Arrive Daily Ex. Sunday
Yard YWP	10.00AM		746.8	TO-R	BLACK ROCK 3.8	28.6		9.30AM
12 P	10.15		743.0		FALLS CITY 2.5	24.8		9.15
YP	10.23		740.5		BUMAN 0.3	22.3		9.07
	10.24		740.2		BRIDGEPORT 1.0	22.0		9.06
	10.27		739.2		FERNS 0.4	21.0		9.03
12 P	10.28		738.8		GILLIAMS 0.9	20.6		9.02
	10.30		737.9		TEATS 4.0	19.7		9.00
Yd. BKWOYP	10.45AM	11.00AM	733.9	TO-R	DALLAS 4.2	15.7	6.50AM	8.45AM
		11.15	729.7		NESMITH 0.8	11.5	6.34	
Yard YP		11.18	728.9	TO-R	GERLINGER 0.4 (W. S. Csg.)	10.7	6.32	
33		11.20	728.5		THIELSEN 1.4	10.3	6.30	
		11.25	727.1		GREENWOOD 1.5	8.9	6.26	
		11.30	725.6		McNARY 0.9	7.4	6.22	
		11.33	724.7		HOSFORD 0.8	6.5	6.19	
WP		11.36	723.9		EOLA 1.3	5.7	6.16	
Yard P		11.40	722.6		WINONA 2.0	4.4	6.12	
(Spur 11) P		11.48AM	720.6		WEST SALEM 0.4	2.4	6.05	
12			720.2		PINCKNEY 0.5	2.0		
			719.7		O. E. CROSSING 0.9	1.5		
P		12.05PM	718.8		LEMROCK 0.6	0.6	5.55	
Yd. BKWOYP		12.15PM	718.2	TO-R	SALEM	0.0	5.50AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(28.6)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.45) 19.42	(1.15) 12.56			Time over District Average Speed per Hour		(1.00) 15.70	(0.45) 19.42

See pages 4 and 5 for additional trains between Lemrock and Salem. Falls City branch trains may run ahead of delayed Main Line First Class trains between Salem and Lemrock.

Falls City Branch:

Additional Stations{Brophy.......................................M.P. 724.4—2 cars (spur)
Buman Quarry 2.97 miles from Buman..........7 cars (spur)

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 130 June 13, 1937 Molalla Branch STATIONS	Distance from Canby
Yard	757.6		MOLALLA 3.0	10.8
	754.6		LIBERAL 0.1	7.8
	754.5		W. V. R. CROSSING 2.3	7.7
24	752.2		RAMES 5.4	5.4
36 Yd. PW	746.8	TO-R	CANBY	0.0
			(10.8)	
			Time over District Average Speed per Hour	

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 758 Mixed Leave Tues., Thurs., Sat.	Distance from San Francisco		Time Table No. 130 June 13, 1937 Willamina Branch STATIONS	Distance from Whiteson	SECOND CLASS 757 Mixed Arrive Mon., Wed., Fri.
Yard BKWOY	12.30PM	749.3	TO-R	WILLAMINA 4.6	18.7	10.25AM
18	1.00	744.7	TO	SHERIDAN 4.2	14.1	10.10
15	1.25	740.5		BALLSTON 2.8	9.9	9.40
Yard Y	1.35	737.7	R	BROADMEAD 2.6	7.1	9.30
	1.50	735.1		HARRISON 0.8	4.5	9.15
20	2.00	734.3		BRIEDWELL 3.7	3.7	9.10
37 WYP	2.15PM	730.6	R	WHITESON	0.0	8.55AM
	Arrive Tues., Thurs., Sat.			(18.7)		Leave Mon., Wed., Fri.
	(1.45) 10.68			Time over District Average Speed per Hour		(1.30) 12.47

Willamina Branch:

Additional Stations{
Winch.....M.P. 737.2— 7 cars (spur)
Tucker....M.P. 738.9— 6 cars (spur)
Wabash....M.P. 742.1— 2 cars (spur)
ShellOilCo.M.P. 745.4— 2 cars (spur)
S. F. York Lbr. Co. M.P. 745.7— 4 cars (spur)
Shipley....M.P. 746.3— 3 cars (spur)

EASTWARD — WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 130 June 13, 1937 Perrydale Branch STATIONS	Distance from Broadmead
Yard Y	737.7	R	BROADMEAD 2.2	0.0
10	739.9		PERRYDALE	2.2
			(2.2)	
			Time over District Average Speed per Hour	

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service, 65 Market St., San Francisco.

Ashland	W. J. Lane	Portland	27 S. W. Alder St.
Medford	Larry Schade		Brandt & Zimmer
Grants Pass	Bert Barnes	Reedsport	Sol Davidson
Roseburg	A. Salzman	Marshfield	J. H. Mills
Eugene	J. A. Hoffman	Coquille	V. R. Wilson
Eugene	Seth Laraway	Springfield	E. G. Privat
Albany	F. M. French & Son	Hillsboro	J. L. Anderson
Salem	Pomeroy & Keene	McMinnville	Dielschneider Bros.
Woodburn	E. E. Piper	Corvallis	R. G. Warren
E. Portland, Weatherly Bldg.,		Dallas	W. C. Retzer
	W. L. Young	Tillamook	Eugene Jenkins

RULE 14 (b). Salem: After stopping at railroad crossings, give two long sounds of whistle only when visibility is obscured.

RULE 14 (d). Springfield Junction: To recall flagman from west on Siskiyou Line, give six long sounds of whistle.

RULE 14 (m). Salem and Hillsboro: Approaching railroad crossings give one long sound of whistle only when visibility is obscured.

Eastward freight trains should not whistle approaching Brooklyn.

RULES 17 and 19. Night signals will be displayed through tunnels and sheds.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations only the trains indicated will register:

Eugene: First-class trains.
Springfield and Springfield Junction: All trains when instructed by train order.

Registration of Marshfield subdivision trains originating or terminating at Eugene passenger station will be transmitted by telephone to operator at Eugene Yard Office, who must enter same on register. The entry must be verified by operator at yard office repeating registration for verification.

Registration of trains terminating Oakridge may be transmitted by telephone to operator at telegraph office, who must enter same on register. The entry must be verified by operator repeating registration for verification.

RULE 83 (B). At open train order offices trains may register by ticket as follows:

Crescent Lake: Nos. 17, 23 and 24.
Oakridge: First-class trains and Nos. 661 and 662.
Eugene Yard: First-class trains.
Albany: First-class trains, Nos. 663, 664 and 665.
Salem: First-class trains, Nos. 663, 664 and 665.
Brooklyn: First-class trains.

RULE 83 (C). Before using Union Pacific main track, East Portland, yard crews will secure train order register check, at East Portland Tower, on overdue first-class trains, per Union Pacific Rule 83 (C). No time will be put out on such trains as are late on their schedule, and yardmen will be expected to protect against delayed first-class trains, per Union Pacific Rule 93.

RULE 83 (D). Trains must obtain a clearance before leaving:

Medford
Grants Pass
Marshfield
Albany
Salem
Corvallis
Gerlinger
Eugene
Dallas
Mill City
Detroit

Marshfield Subdivision trains, originating or terminating at Eugene, will not be required to obtain clearance Eugene Yard.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals".

RULE 92. Will not apply to movement of trains East Morrison Street to Portland.

RULE 93. Cars may be stored on east leg of wye Alpine Jct. (Bailey Jct. yard). On main track at Bailey Jct. On main track west of Alpine (Glenbrook yard) and on Geer main track (Salem yard).

Yards are established at the following stations:

ALBANY
(Albany yard limits extend to yard sign west of Page.)

ASHLAND

BAILEY JCT.
(Bailey Jct. yard limits extend to yard sign to include both legs of wye at Alpine Jct., west of Bailey Jct. on Alpine Branch and west of Bailey Jct. on Bellfountain Branch.)

BEAVERTON

BLACK ROCK

BUXTON

BROADMEAD
(Broadmead yard limits extend to yard sign west of Perrydale.)

CANBY
(Canby yard limits extend to yard sign at M. P. 748.2 Molalla Branch and 200 feet east of east switch at Flander.)

CARLTON

CASCADE SUMMIT

COCHRAN

COOK
(Cook yard limits extend to yard signs east of Bryant, west of Cook on Newberg Branch, and west of west wye Switch on West Side Branch.)

COQUILLE
(Coquille yard limits extend to yard sign at M. P. 784.2 West of Cedar Point.)

CORVALLIS
(Corvallis yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)

COTTAGE GROVE
(Cottage Grove yard limits extend to yard sign 2300 feet west of west switch Monett and to yard sign M. P. 627.1.)

CRESCENT LAKE

DALLAS

DAWSON

DETROIT

DRAIN

ENRIGHT

EUGENE
(Eugene yard limits extend to yard signs west of University Spur, Eugene, east of Eugene Yard, and 7840 feet east of O. E. Crossing, Coos Bay Branch.)

FOREST GROVE
(Forest Grove yard limits extend 1000 feet east of east switch Carnation, and 1000 feet west of west switch Detour and includes spur leading from Detour to Forest Grove city station.)

FOSS

GARIBALDI
(Garibaldi yard limits extend to yard sign west of Miami.)

GAYLORD

GERLINGER
(Gerlinger yard limits extend to yard sign east of Thielsen, and east of Derry.)

GLENBROOK
(Glenbrook yard limits extend to yard sign at M. P. 675.9 east of Alpine.)

GLENDALE

GOLD HILL

GRANTS PASS

HILLSBORO
(Hillsboro yard limits extend to yard signs west of Range, west of Mahan and east to M. P. 767.0, West Side Branch.)

INDEPENDENCE
(Independence yard limits extend to yard sign east of V. & S. Jct.)

LEBANON

MARSHFIELD
(Marshfield yard limits extend to yard signs west of North Bend and 938 feet east of McCormac siding.)

McMINNVILLE

MEDFORD
(Medford yard limits extend to yard sign west of Kane.)

MILL CITY

MOLALLA

MONROE

MYRTLE POINT

NEWBERG

OAKRIDGE

OSWEGO
(Oswego yard limits extend to yard signs 2110 feet east of Junction switch Wilsonia on Newberg Branch, and 57 feet west of west switch Menefee.)

OVERLAND

PORTLAND
(Portland yard limits extend to yard signs west of Willsburg Junction.)

POWERS
(Powers yard limits extend to yard sign, 300 feet west of M. P. 812.)

REEDSPORT

ROSEBURG

SALEM
(Salem yard limits extend to yard signs east of Fair Grounds, west of Pringle, east and west of wye switches at Geer and west of West Salem.)

SALMONBERRY

SEGHERS

SHELBURN

SILVERTON

SPRINGFIELD
(Springfield yard limits extend to Springfield Junction, and to yard signs west of Mohawk Junction.)

ST. JOSEPH
(St. Joseph yard limits extend to yard signs at M. P. 737.5 and M. P. 738.4 West Side Branch and to M. P. 738.4 Newberg Branch.)

TALLMAN

TILLAMOOK

TIMBER
(Timber yard limits extend to yard sign east of Hulbert.)

TOLEDO

WARNER

WENDLING

WHEELER

WHITESON

WINONA

WILLAMINA

WOODBURN
(Woodburn yard limits extend to yard sign west of Poplar.)

YAQUINA

Toledo—Pacific Spruce Company have permission to move their engine between their sawmill and their logging road within yard limits.

Newberg—Spaulding Lumber Co. have permission to move their engine on main track in yard limits.

Salem—Falls City Branch trains use main track between Lemrock and Salem. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to Salem. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

Albany—Oregon Electric trains using Southern Pacific track between Albany and Lebanon will cross Southern Pacific main track just west of signal 6912-6913 and use Albany and Page sidings between Tallman Branch track and junction switch at Lafayette Street and in addition to complying with Rules 83, 83-C and 93, must obtain permission from operator at Albany before crossing Southern Pacific main track.

First class trains run with caution between signal bridge west of train order office Brooklyn and Union Station, Portland.

RULE 98.

Railroad Crossings at grade and drawbridges not interlocked.

Eugene Yard and Transfer	O. E. Crossing.
Albany Yard	O. E. Crossings.
Gerlinger	Falls City Branch.
Pinckney and Lemrock	O. E. Crossing M. P. 719.7.
Hillsboro, Range Street	O. E. Crossing.
Rames and Liberal	W. V. R. Crossing.

at which trains will stop before crossing and be governed by Rule 14 (B). When trains stop on crossings not protected by interlocking signals the other line must be protected per Rule 99.

RULE 99. When torpedoes are used between Crescent Lake and Wicopee, each torpedo placed will be duplicated on opposite rail.

At the railroad crossing with the Willamette Valley Railway east of Liberal, between sunset and sunrise, and during day when view is obscured due to fog or any other condition, flagman must be sent in each direction a sufficient distance on the Willamette Valley Railway to insure full protection of the movement over the crossing.

RULE 102. Should a passenger train break in two, or an emergency application of brakes occur while in motion on the grade between Oakridge and Cascade Summit, head brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retainers on detached portion, and charge brake pipe on detached portion before making coupling, using 15-foot air hose carried in baggage car for that purpose. After train is coupled air must be applied from engine before hand brakes and retainers are released.

If for any reason brake pipe of detached portion cannot be recharged or if necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or lead truck of detached portion descending grade, must be chained to rail in such manner as to derail cars should they start. After brake pipe of detached portion has been recharged and brakes applied, chain must be removed before recoupled.

A special box containing the 15-foot length of air hose and couplings will be placed on baggage cars of westward passenger trains at Eugene and removed at Crescent Lake, except box on No. 17 and No. 23 will go through to Klamath Falls to return on No. 20 and No. 24, and placed on eastward passenger trains at Crescent Lake and removed at Eugene. A member of the train crew must ascertain that special air hose is available on train before departure from Eugene and Crescent Lake.

RULE 103 (A). Trains and Engines must stop and be preceded by flagman before crossing highway at Seghers, within 50 feet of Stimson Mill Spur crossing with Westside Highway. Canby (Molalla Branch) over Pacific Highway.

RULE 104. THE NORMAL POSITION OF SWITCHES AT JUNCTIONS WILL BE AS FOLLOWS:

Wilsonia	For Newberg Branch
Cook	For West Side Branch
Hillsboro	For Tillamook Branch
St. Joseph	For Newberg Branch
Whiteson	For West Side Branch
Alpine Jct	For West Side Branch
Bailey Jct	For Bellfountain Branch
Mohawk Jct	For Cascade Line
Springfield Jct	For Cascade Line (Oil buffer spring switch)
Willsburg Jct	For Main Line

Albany—Oregon Electric Ry. connection is located at M. P. 691.3.

Geer—West wye switch will be left set and locked for movements between Salem and Lebanon and east wye switch for movements between Salem and Silverton.

Shelburn—West wye switch will be left set and locked for movements between Mill City and Lebanon, and east wye switch for movements between Lebanon and Geer.

Lebanon—Oregon Electric Ry. switch is located at M. P. 688-9 east of Lebanon station and normal position is for Southern Pacific main track.

Tallman—East wye switch will be left set and locked for movements between Albany and Lebanon and west wye switch for movements between Lebanon and Brownsville.

Corvallis and **Corvallis Jct.**—Switches must be left set and locked for movement between Albany and Philomath via Sixth Street line.

Corvallis—Normal position of switches Sixth Street, will be lined and locked for track farthest from station.

Dallas—Switches must be left set and locked for movement between Salem and Dallas passenger station.

DERAILERS IN MAIN TRACK

Clearance point main track Wendling Branch at Mohawk Jct.
Clearance point main track Milwaukie Branch at Willsburg Jct.
Clearance point main track Falls City Branch at Lemrock.
Clearance point main track Newberg Branch at Wilsonia.
Clearance point main track Alpine Branch at Bailey Jct.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
Willamina, 1550 feet west of station.
80 feet east of water tank at Black Rock.

RULE 105. Following tracks are designated for use as sidings.

Cascade Summit { Eastward siding (Lake Side).
Westward siding (Sta. Side).

Oakridge—No. 1 Track—Passenger Trains.
No. 2 Track—Eastward freight trains.
No. 3 Track—Westward freight trains.

Junction City—No. 1 Track next to main track.

Brooklyn—Track "A."

Reedsport—Track opposite Passenger Station.

Myrtle Point—House Track.

Oswego—Track opposite station.

Cochran—Long track between east switch and connection to main track west of station.

Ashland—Eastward freight trains will use No. 1 track and when necessary double over to No. 3 track. Westward freight trains will use No. 4 track and when necessary double to No. 2 track. During the hours no yard engine is on duty both freight and passenger trainmen will be required to head their trains in and out of Ashland yard, also set out or pick up any cars for their train and handle their engines to and from roundhouse.

Medford—Siding extends from automatic block signals 4414-4415 to automatic block signals 4420-4421.

Roseburg—Passenger trains taking siding to meet trains will use No. 5 track, entering switch for eastward trains just east of signal No. 5724, for westward trains just west of signal No. 5729. Westward freight trains entering yard will use No. 1 track. Eastward freight trains will use scale track. Trains holding main track must stop clear of switch used by train to be met in entering No. 5 track.

Eugene siding extends from signals 6472-6473 to signals 6490-6491 and first-class trains (except Marshfield subdivision first-class trains) will use siding between signals 6472-6473 and 6476-6477.

Marshfield Subdivision main track ends at Eugene at switch connecting with Eugene siding at signals 6482-6483. Marshfield Subdivision trains must use this siding to and from Eugene Passenger Station. Other trains must not use this siding when such use will interfere with the movement of Marshfield Subdivision first-class trains. Switch at junction Marshfield Subdivision main track and Eugene siding must be left set and locked for Marshfield Subdivision.

Page siding extends from signals 6898-6897 to signals 6906-6907.

Albany—Siding extends from signals 6906-6907 to signals 6910-6911. Eastward first class trains will take siding at connection switch just east of 6906-6907.

Tallman Branch main track ends at clearance point west of west switch Page. Tallman Branch trains must use Page siding and Albany siding between Page and Albany, other trains must not use Page siding and Albany siding when such use will interfere with the movement of Tallman Branch trains.

Yaquina Branch main track ends at switch at east end of curve connecting with track parallel with main track in east end of Albany yard which is track nearest the passenger station.

Geer Branch at Salem ends at signboard near passenger station and at Geer ends at first wye switch which must be left set and locked for west leg of wye.

Salem—When eastward trains are to take siding to meet other trains, they will take siding at connection switch just east of signals 7178-7179.

Canby siding extends from signals 7464-7465 to signals 7468-7469. Flander siding extends from signals 7468-7469 to signals 7478-7479. Molalla Branch ends at Flander at west wye switch connecting with the siding which extends to Canby.

RULE 206 (A). Regular trains are not required to obtain clearance at Dawson, Alpine, Bailey Junction, Alpine Junction or Whiteson. This does not supersede Rule 83 (D).

RULE 221. The light will not be displayed in train order signals at following stations, except when train orders are to be delivered:

Enright
Mt. Angel
Marcola
Newberg
Lyons
West Scio
Silverton
Toledo
Brownsville
Cochran
Wheeler
Carlton
McMinnville
Monroe
Sheridan
Coquille
Myrtle Point

RULE 221 (A). It is unnecessary for dispatchers to O. K. a clearance and operators to transmit the address and order numbers from clearance to the train dispatcher, unless requested to do so by train dispatchers, nor will they complete that portion of clearance reading

"OK at................M............Chief Train Dispatcher," all provided that said orders affect movement of a train wholly within block system or signal dispatching limits.

If the orders affect movement, either wholly or in part, outside of the block system or signal dispatching limits, operators must repeat address and order numbers and obtain dispatcher's O. K. before the orders are delivered.

RULE 825. When cars are left on grades not protected with derailers they must be chained to rail.

Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

RULE 834. Open-top cars loaded with rail, pipe, lumber, structural steel, poles or mounted wheels, when such lading projects above sides and end-walls of the car, must not be placed in trains next to cab of Mallet engines.

AUTOMATIC BLOCK SYSTEM

RULE 509. Between signal bridge west of train order office, Brooklyn, and Clay St., trains stopped by signals 7666, 7672, 7678, 7686, 7687, 7679 or 7673 may then proceed with caution not exceeding 10 miles per hour, to next clear distant or home signal. Flagman need not precede train.

A block signal with a triangular number plate is actuated by some special protective device and special action is required, as specified by instructions in time table, when signal indicates "Stop".

RULE 509 (E). That portion of Rule 509 (E) reading: "and the intervening track is seen to be clear" is interpreted as referring to the track being clear of locomotives and/or cars.

RULE 516. Overlap posts are located at

Eastward trains: Latham, 1700 feet west of signal 6252.
Swain, 1900 feet east of signal 6594 or opposite fouling point of storage track.
East Milwaukie, 2000 feet west of east switch.
Kane, 500 feet west of east switch.
Coos, 1616 feet west of east switch.
Westward trains: Reed, 1740 feet east of west switch.
Medford, 1434 feet east of Signal 4413.

A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

SPECIAL SIGNALS

Lemrock—Dwarf Signal 7191 on Falls City Branch governs movement of trains from Falls City Branch.

Willsburg Junction—Normal indication of home signal on Milwaukie Branch is stop. If signal does not clear after switch and derail are lined for diverging route be governed by Rules 509 and 99.

When a Milwaukie Branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately with caution, not exceeding 12 miles per hour to junction switch, providing track is seen to be clear to that switch.

Eastward main line trains holding meet or waiting for opposing trains to enter Milwaukie Branch at Willsburg Junction will stop West of signal 7646 west of Willsburg Junction.

Eugene Yard—Signal 6487 governs movement of westward trains from yard tracks to main track. Signal indicates proceed only when both switches are lined for movement from yard to main track and block is unoccupied.

Springfield—Dwarf Signal 6196 on Woodburn-Springfield Branch governs movement of trains from Woodburn-Springfield Branch.

Mohawk Jct.—Dwarf Signal 6180 on Wendling Branch governs movement of trains from Wendling Branch.

Lebanon—Oregon Electric Railway Junction switch at M. P. 688.9 is protected by automatic Signals 6889 and 6891 located near fouling points and Signal 6888 approximately 1500 feet west of junction switch.

Normal position of switch is for movement on S. P. track with derail on O. E. track in derailing position. Normal indication of signals on S. P. track is proceed and signal on O. E. Ry. stop.

When switch indicator located at derail indicates clear, derail and switch may be lined for movement to S. P. track and when so lined and block is clear, signal on O. E. Ry. will change to proceed. If signal does not change to proceed, be governed by Rule 509 and 99.

When operator is on duty at Lebanon, Oregon Electric trains will obtain permission from operator before entering Southern Pacific main track.

Marshfield Subdivision—Approaches to following tunnels protected by automatic block signals:

Tunnel 13, from M.P. 668 to M.P. 671.9.
Tunnels 15 and 16 from M.P. 719.2 to M.P. 723.1.
Tunnel 19 from M.P. 744 to M.P. 748.

Coos Bay Bridge—Automatic block signal limits are from M. P. 763 to M. P. 765.1 from middle of Coos siding to just west of west switch North Bend.

Ashland—trains or engines stopped by Signals 4293 or 4297 may proceed with caution not exceeding 12 miles per hour.

West Side Branch—Automatic block signal limits are from M.P. 768.0 to 768.5.

Mayo—To protect against movement of cars on incline, a semaphore has been installed, approach prepared to stop at signs reading Stop unless semaphore is clear. Signs for westward trains located on semaphore signal and for eastward trains 645 feet west of semaphore signal.

The following block signals have included in their control limits some special protective devices. When these signals indicate stop, careful inspection must be made of track or structure as indicated below, and it must be known that they are safe for passage of trains before proceeding:

Eastward

Signal 6104, east switch at Hills.

Signal 6118, west switch at Jasper.

Westward

Signal 6137, west switch at Natron.

Signal 6125, east of Jasper.

The special protective devices included within control limits of above signals are fallen rock detector fences located as follows:

Fallen rock detector fence 400 feet in length at Signal 6111.

Fallen rock detector fence 600 feet in length one mile east of Hills.

Fallen rock detector fence 1000 feet in length one mile west of Natron.

In addition to making careful inspection of track where these fences are located, the face of bluff above the track must be observed for indication of slide.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Springfield Junction—Normal position oil buffer spring switch for Cascade Line. Eastward trains from Siskiyou Line will trail through without lining switch. Westward trains to Siskiyou Line will line switch by hand and restore to normal position when movement completed.

Cascade Line trains reduce to 30 MPH, Siskiyou Line trains to 25 MPH over this switch.

Signal 6447 governs westward movement over switch. Top arm for Cascade Line normally indicates proceed, lower arm for Siskiyou Line normally indicates stop and changes to proceed when switch lined for Siskiyou Line and block clear.

Signal 6208 on Cascade Line and Signal 6446 on Siskiyou Line govern eastward movement over switch, normally indicate stop and change to proceed on approach when block clear and signal on converging line is at stop.

When eastward signal does not change to proceed, trainmen will go to signal 6208, observe indication of indicator mounted above release box adjacent to signal and if indicator indicates block is clear, trainman or engineman will operate time release and push button in the release box by turning release knob to the right until pointer is at zero, hold it firmly in that position while push button for the signal desired is pushed in as far as it will go, then release both, and signal will clear after four minutes. Release must not be operated when train approaching with proceed signal until that train has stopped.

When unable to obtain proceed signal, be governed by Rule 509, protecting on converging track also, unless it is known signal on that track indicates stop.

INTERLOCKING

OREGON CITY TOWER

Crossing of Willamette Valley Railway Co. 0.6 mile east of Oregon City protected by interlocking. Limits extend from home signal 900 feet east of crossing to home signal 1600 feet west of crossing.

No Signal Operator on duty. Normally signals on Southern Pacific indicate "proceed" and on the Willamette Valley Railway Co. derails are in derailing position and signals indicate "stop".

PORTLAND YARD

Hawthorne Avenue Tower

End of double track west of Clay Street.

Hand signals permitted by rule 628 may be given from tower.

At Hawthorne Ave. interlocking plant trains stopped by signals SA 7691 and SA 7693 may, after complying with Rule 663, proceed through automatic portion of block with caution not exceeding 10 miles per hour to next home signal. Flagman need not preceed train.

MADISON STREET

Crossing of Spokane, Portland and Seattle Railway.

Movement over crossing governed by dwarf light signals located 80 feet from crossing.

Movement against traffic over crossing governed by signal for movement with traffic.

When signals at stop or view of signal obstructed be governed by rule 663.

EAST PORTLAND TOWER

Governs movement over Willamette River Bridge.

Extends from east end of Willamette River Bridge to 1500 feet west of west end of bridge.

Movement governed by O. W. R. & N. rules which are identical with Southern Pacific rules.

The following whistle signals will govern:

To Portland—One long.
To Albina—One long, one short.
To S. P. main track—One short, one long.
To Transfer Track—One long, one short, one long.
To Graham (Sullivan Gulch Line)—Two long.
To East Second Street—Two short, one long.
To S. P. Yard—One short, one long, one short.

NORTHERN PACIFIC TERMINAL TOWER

Extends from east end of Willamette River Bridge to Terminal Tracks, Union Station. Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company.

COOS BAY BRANCH

CUSHMAN DRAWBRIDGE TOWER

Governs movement over Siuslaw River Bridge just east of Cushman.

REEDSPORT DRAWBRIDGE TOWER

Governs movement over Umpqua River drawbridge 0.6 mile west of Reedsport.

NORTH BEND DRAWBRIDGE TOWER

Governs movement over Coos Bay drawbridge 1.7 mile west of North Bend.

TOLEDO BRANCH—Albany Drawbridge Tower

Governs movement over Willamette River drawbridge 0.8 mile west of Albany.

FALLS CITY BRANCH—Salem Drawbridge Tower

Governs movement over Willamette River drawbridge one mile west of Lemrock.

AUTOMATIC INTERLOCKER

WESTSIDE BRANCH

Tigard—Crossing of Oregon Electric Railway 0.7 miles west of Tigard protected by automatic interlocking. Limits extend from home signal 480 feet east of crossing to home signal 480 feet west of crossing.

No operator on duty. Normally signals indicate stop. Train approaching on either Southern Pacific or Oregon Electric will cause signal to change to proceed provided no other train occupies the approach circuit or is within the limits of the interlocking.

TRAIN AND AIR INSPECTION

Freight trains descending grade will stop for inspection and to permit heat of wheels to equalize at the following stations:

Cruzatte
McCredie Springs
Timber
Wicopee or Fields
Hugo
Belding or Mayo

Maximum distance freight trains may run without stopping for inspection is 50 miles except between Eugene Yard and Brooklyn when conditions are favorable and in the judgment of the conductor it is safe to do so, they may run 70 miles without stopping for inspection.

AIR BRAKE RULE 11. Air brake inspection at points where no car inspectors are on duty, and motive power and/or engine crew or train crew is changed on a freight train, and at turn around points irrespective of change in motive power engine or train crew, shall be made as follows:

After the train is made up and the engine attached, the engineer will apply the brakes with a 20 pound service reduction and leave them applied. The trainmen will then pass along the train to determine that the brake is applied on each car. The numbers of any cars found with inoperative air brakes must be reported on Form 2809 and such cars assembled and switched to the rear of the train, next ahead of the caboose before leaving that station. After this inspection has been made, brakes have been released, and trainmen have noted that normal brake pipe pressure has been restored as indicated on caboose gauge, and have given signal to engineer, the latter must comply with last part of Rule 11 to avoid brakes sticking from an over-charge of the brake system, etc. If it be necessary to switch any cars to the rear account brakes being inoperative, Rule 17 must be complied with before departure.

Rule 34 must be observed to determine by rolling inspection that each brake releases properly.

Attention is directed to the Safety Appliance Act which requires that whenever any train is operated with power or train brakes, not less than 85 per cent. of the cars of such train shall have their brakes used and operated by the engineer of the locomotive drawing such train; and all power-brake cars in every such train which are associated together with the 85 per cent., shall have their brakes so used and operated.

AIR BRAKE RULE 13.

At lay-over points for passenger equipment, where there are no car inspectors, crews must make air brake test before starting on initial trip, as follows: Brake pipe must be fully charged, engineer then apply air brake; trainmen must examine each car to see whether all brakes are applied. If all brakes apply, trainmen must give signal 16-E from rear car, examine each car in train to see that all brakes release, and report condition to the engineer.

AIR BRAKE RULES 13 AND 16. Rear end air brake test will be made one minute before passenger trains leave Union Station, Portland, as follows: Air inspector will attach gauge to rear end of train and give four blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by four blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed. Passenger trains leaving Portland will not make running test until after crossing Willamette River Bridge. Rear brakeman of westward passenger trains making running test after crossing Willamette River Bridge, Portland, per Rule 16, Rules and Regulations Governing Care and Operation of Air Brake and Air Signal Apparatus, must signal enginemen by use of signal whistle.

When passing over Willamette River Bridge, Portland, a trainman will remain at rear of train in position to apply emergency brake if necessary.

AIR BRAKE RULE 16. Running tests must be made by passenger trains as follows:

W. V. Ry. Co. Crossing—Westward trains when reducing speed for curve just east of Clackamas river bridge.

Eastward trains, when reducing speed for curves approaching Oregon City.

Portland Steel Bridge—Passing East Clay Street.

Eastward trains leaving Grants Pass and just west of station Cascade Summit.

Westward trains leaving Glendale.

Marshfield Subdivision—One mile east and west of Siuslaw River Bridge Cushman, Umpqua River Bridge at Reedsport, Coos Bay Bridge between Coos and North Bend, Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25.

AIR BRAKE RULE 17. Standing rear end air tests must be made immediately before leaving on all trains at Cochran.

When helper engine is in train, after rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 65 pounds.

When air hose has been separated and pressure in rear of train has leaked below 65 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

AIR BRAKE RULE 54. Between Cascade Summit and Oakridge an emergency hose must be applied on eastward freight trains at the most accessible place between the 8th and 15th cars from the head end.

AIR BRAKE RULE 56. Retainers will be used on descending grades as follows:

Timber-Enright Black Rock-Falls City		1 valve for every 100 Ms in train.
Tunnel 25-Buxton Summit-Nashville		1 valve for every 120 Ms in train.
Cascade Summit-Oakridge Glendale-Grants Pass		1 valve for every 140 Ms in train.
Divide-Comstock Rice Hill-M.P.594. Rice Hill-M.P.602.	Freight trains only	1 valve for every 150 Ms in train.
Macleay-Geer		1 valve for every 120 Ms in train.

Where retainers are used the rate of speed of freight trains on any grade of over one per cent must not exceed 25 miles per hour, and on grades of this character, more than five miles long, for the first five miles the time consumed in travelling any one mile shall not be less than three minutes. This will not be authority to exceed specified speed restrictions.

For operating convenience retainers may be turned up at Crescent Lake and turned down at Hemlock.

Air brakes on two adjoining cars must not be cut out leaving any station where cars can be separated.

Freight and work trains passing Cochran must be given a retainer test by car inspectors when on duty and by trainmen when car inspectors are not on duty. Trains must not leave Cochran with more than one retainer in ten inoperative.

In operating retainers they should be turned up commencing at the head end and when turned down commencing at the rear end.

Gross tonnage of any freight train must not exceed 100 Ms per operative brake between Timber and Belding.

MISCELLANEOUS

1 Westward freight trains will stop East of water column at Oakridge, make cut for lead helper engine and move ahead spotting road engine for oil and water.

Short moves with heavy freight train to spot for oil and water are prohibited. In all cases where it is necessary to make a short move to reach oil and water columns, including that of spotting second engine of doubleheader, engine must be cut off before spotting at column.

Westward freight trains taking water at McCredie Springs, Wicopee and Cruzatte may spot road engine without detaching from train. After road engine obtains water, train will be moved ahead until helper engines are West of water columns. Leading helper engine should obtain water before other helper engines and immediately recouple to train. It will be permissible to go to the siding for water with helper engines if train is being delayed and the move is protected. A trainman must be stationed, when practicable, on rear of train while in motion, in compliance with Rule 846. No attempt must be made to spot helper engines at water column without detaching from train. Before helper engines are detached to take water, engineer on road engine will make a 15 pound brake pipe reduction. When such reduction is noted by helper engineer in rear of train, engineer on lead helper will indicate to brakeman that helper engines may be cut off. After cutting helper engines off, brakeman must secure rear portion of train ahead of helpers with sufficient hand brakes to hold train. Helper engines after taking water must return to train and couple up immediately. If any work found necessary on engine or train it must be done after helpers are recoupled to train.

If road engineer fails to spot road engine at water column it will be necessary to detach road engine and go to siding for water. Road engine and helper engines must not be detached from train at the same time.

Helper engines must have one-half tank of water before leaving Cascade Summit returning light to Oakridge.

Cook—Eastward trains take full tank of water.

3 Car limit on descending grades between Westimber and Belding fifty cars with one Consolidation on head end, thirty-five cars with one small 2900 Class Engine on head end. Sixty cars Westimber to Buxton with Consolidation or large 2900 Class Engine on head end.

4. When two engines are used on westward freight trains between Eugene Yard and Oakridge the second engine if larger than a consolidation engine, will be cut in train immediately ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

4a. Pushing Trains Out of Yards– Pusher engine will not be placed behind wooden underframe cabooses, or other wooden frame cars and MC or AC type engines will not be used in pusher service behind steel underframe cabooses.

Switch engines regularly assigned to pusher service must be equipped with Russell-Jordan device to prevent coupler pin from dropping and avoid necessity for yardman uncoupling pusher engine to detach it from train. Knuckle must not be removed or closed, or cutting lever fastened in release position as a means to prevent coupling. Unless local conditions require, trains need not be stopped to detach pusher engines.

Air will not be coupled through pusher engines while in service pushing trains out of yards.

Oakridge—Helper engines will be placed in train with one helper five cars ahead of caboose, but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment. Second helper will be cut in seven cars ahead of rear helper, and third helper will be cut in eight cars ahead of second helper. This does not modify Rule 834.

Helper engines will be lined up at Roundhouse in reverse order and move to East end of yard in that order, leading helper engine making cut for following helper and couple to train as soon as possible.

When F-4 or F-5 class engines are used in helper service between Oakridge and Cascade Summit they must be placed in train behind Mallet engines.

Engineer on road engine when helpers are detached must note carefully brake pipe pressure and when pressure leaks below 55 pounds he must immediately recharge brake pipe. Road engine must not be moved while helper engines are detached from train.

Not more than two engines will operate coupled together on the Tillamook Branch. When three helper engines are operated in rear of train, two helpers will be placed in train five cars ahead of rear helper which should be cut in train immediately ahead of caboose but in all cases ahead of all wooden underframe cars, outfit cars and passenger equipment.

Cascade Summit—Entire train should be stopped West of crossover, and rear helper engine should be cut out first and brought around to rear of train while other helper engines are being cut out, rear helper engine to be used to shove rear portion of train to a coupling.

Locomotive crane No. 3206 when handled in train should have heavy end toward the engine.

Empty 67 foot skeleton logging flats must not be placed in train ahead of helper engines.

8. At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakemen will open steam valve on rear of train at station one mile board and enginemen will shut off the steam one-half mile from station.

9. East Morrison St.—Nos. 7 and 19 will stop with engine clearing north line of that street to avoid blocking traffic.

10. Engines over 200,000 lbs. on drivers must not operate over tracks listed below:

MEDFORD
(Big Pines Spur)
(Clark-Henry Track)
(Connection leading to Clark-Henry Track)
(Old Jacksonville Ry. Track)

ROSEBURG
(Kenny Spur)
(Abe Spur)

DEADY
(Spur Track)

GOSHEN
(House Track)

EUGENE
(Jennings Spur)
(House Track)
(Woolen Mill Spur)
(Gas Spur)
(Allen & Lewis Spur)

EUGENE YARD
(Spur Tracks at M. P. 649.8, Coos Bay Branch)

SPRINGFIELD JUNCTION
(Storage Track)
On wye track between Cascade Line and Siskiyou Line.

SPRINGFIELD
(Woodburn-Springfield Wye)
(Booth-Kelly Tracks)
(High Line Log Spur)
(Flour Mill Spur)

3600, 3700, 4100, 4300, and 4400 class engines must not operate over following tracks:

Haskell	Powder spur.
Clackamas	Stock track.
Park Place	Gravel spur.
Oregon City	House track and paper mill track.
Pulp	Log Dump track.
New Era	Spur track.
Canby	Pit, stock and team tracks.
Barlow	Spur track.
Aurora	House track.
Woodburn	Back tracks from west end to clearance points East End, West Leg of Wye and west of cannery on Woodburn-Springfield Branch.
Gervais	House track.
Fair Grounds	Tile, wood, oil, Valley Packing and Fair Grounds spurs.
Salem	East leg of wye. Trade St. track beyond a point 200 feet from wye track switch.
Turner	House track.
Marion	House track.
Jefferson	House and back tracks.
Millersburg	House track.
Albany	Tracks 3 and 4, house track, track on Railroad Street (except wye), all tracks in old C. & E. yard (except main track and wye).
Tangent	Mill track.
Shedd	House track.
Halsey	House track.
Harrisburg	House track, except 3700 class.
Junction City	All inside tracks (except siding). 3700 class may operate on back track from east end to stock corral.
Irving	House track.
Latham	All yard tracks.
Divide	Wye track.
Oakland	Over curves on house track between station and East switch.
Sutherlin	Stock yard track.
Myrtle Creek	Standard Oil Spur, Shell Oil Spur, Packing Plant Track, House Track except 4000 and 4200 class.
Rogue River	Between East switch and Crossover switch on siding.
Medford	Medford Timber Products Corpn. spur.
Jasper	Spur track.
Pengra	House track.
Armet	Spur track.

4100 and 4400 class engines are restricted between Ashland and Springfield Junction.

Two or more engines coupled must not operate over truss bridges between Geer and Coburg.

3200, 4000 and 4200 class engines must not operate over west leg of wye and west of Cannery on Woodburn-Springfield Branch at Woodburn, Trade Street track beyond a point 200 feet from wye track switch Salem, Railroad Street and Water Street, Albany.

Engines weighing over 122,000 lbs. on drivers must not operate over siding at Cedar Point, Johnson track Coquille, and over connection between high-line and No. 4 track and the high-line track in Marshfield yard

Engines over 161,000 lbs. on drivers must not operate on tracks S. P. Open Dock, East Portland.

Engines over 120,000 lbs. on drivers must not operate between Wigrich Junction and Wigrich, Mill City and Idanha, or over trestle on retail track owned by Coos Bay Lumber Co., at Marshfield.

PFE 100,000 and 200,000 series refrigerator cars known as "Giant" and "Super-giant" types must not be handled on: Wendling, Woodburn-Springfield; Willamina; Alpine or Bellfountain branches or west of Banks on Tillamook branch, and east of Marshfield on Coos Bay branch.

10. Use extreme care in performing switching on tracks adjacent to log loading and unloading facilities, platforms, lumber docks and where lumber is piled adjacent to tracks, on account of obstructions and impaired clearance conditions which are created by shippers in loading and unloading shipments. At log loading and unloading points, particularly at log rollways, side clearance should be closely observed and you should be on guard for overhead cable or other obstructions.

16. Single wire line between Marshfield and Myrtle Point is telegraphone line and all concerned are cautioned not to use the high voltage line on opposite side of track.

18. When two road locomotives, in charge of one messenger, are moved, they shall be coupled together, if physical condition of track or structures will permit.

When a yard locomotive (without engine truck) and a road locomotive, in charge of one messenger, are moved, a freight car of steel underframe construction shall be placed between them.

When a locomotive weighing 150,000 lbs. or over on drivers is moved, it should be placed near head end, with from 8 to 15 cars between it and the locomotive handling train. If there are cars to be set out en route, they should be placed ahead, to avoid switching with dead locomotive.

When a locomotive weighing less than 150,000 lbs. on drivers is moved, it should be placed near rear.

Road locomotives should be headed in direction of movement whenever possible.

20. In making up trains main line movement, consisting of loads and empties, a sufficient number of empties must be placed on head end of train when construction of cars will permit in order to equalize braking power. Wood frame cars must in all cases be placed behind loads in rear of train. This will not apply to branch line freight trains, to locals of less than forty cars or to trains picking up and setting out at stations between Brooklyn and Eugene.

Club cars handled in the head-end of main line passenger trains must be of all-steel construction.

22. Wilkesboro—S. P. & S. log trains operate on overhead crossing of Southern Pacific tracks. Southern Pacific trains will stop before passing under the S. P. & S. track while log trains are passing on overhead crossing in either direction.

25. Electric lanterns may be used for displaying white light only.

26. Before workmen enter turn table pit for any purpose, the turn table must be placed out of line with all tracks leading thereto, and a blue signal or authorized sign displayed in a conspicuous position immediately adjacent to the controls of power operated turn tables and at both ends of manually operated turn tables. Such a sign or signal when so displayed indicates workmen are under or about the turn tables, and while thus protected the turntable must not be moved. Each class of workmen must be protected by its own blue signals or signs and workmen of the same class are alone authorized to remove them.

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPEED RESTRICTIONS

Maximum speed of any passenger train must not exceed 50 miles per hour and
Maximum speed of any freight or mixed train must not exceed 35 miles per hour, except as otherwise provided for:
Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	TERRITORY	PASSENGER					FREIGHT				LIGHT ENGINES RUNNING FORWARD			
		Maximum	With T 26, 32, 40, P, MT, GS Engines	With T 1, 8, 9, 23, 28, 31 Engines	With C 2, 4, 5, 8, 9, 10, F, AM, AC 4, 5, 6, Engines	With TW, AC 1, 2, 3, Engines	Freight and Mixed Maximum	With AC 4, 5, 6 Engines	Engines Backing	Switch Engines S-SE Type	P MT, GS	T 26, 32, 40	T 1, 8, 9, 23, 28, 31, C. 2, 4, 5, 8. 9, 10, F	TW, MK, AC, AM
2	Ashland-Medford	45	45	45	45	40	30	30	20	20	45	40	35	30
2	Medford-Grant's Pass	50	50	50	45	40	35	35	20	20	45	40	35	30
2	Grant's Pass-M.P. 481.3	35	35	35	35	35	20	20	15	20	35	35	35	30
2	M.P. 481.3-M.P. 485.3	50	50	50	45	40	35	35	20	20	45	40	35	30
2	M.P. 485.3-Glendale	35	35	35	35	35	20	20	15	20	35	35	35	30
2	Glendale-Reuben	45	45	45	45	40	20	20	20	20	45	40	35	30
2	Reuben-M.P. 539.4	28	28	28	28	28	20	20	15	20	28	28	28	28
2	M.P. 539.4-Roseburg	50	50	50	45	40	35	35	15	20	45	40	35	30
2	Roseburg-M.P. 594	50	50	50	45	40	30	30	15	20	45	40	35	30
2	M.P. 594-M.P. 601	25	25	25	25	25	25	25	15	20	25	25	25	25
2	M.P. 601-Comstock	50	50	50	45	40	30	30	15	20	45	40	35	30
2	Comstock-Divide	25	25	25	25	25	25	25	15	20	25	25	25	25
2, 3	Divide-Eugene	50	50	50	45	40	30	30	20	20	45	40	35	30
3	Crescent Lake-Cascade Summit	60	60	50	45	40	35	35	20	20	45	40	35	30
3	Cascade Summit-Heather	30	30	30	28	28	20	20	15	20	30	30	28	28
3	Heather-Oakridge	30	30	30	30	30	25	25	15	20	30	30	30	30
3	Oakridge-Natron	45	45	45	45	40	35	35	20	20	45	40	35	30
3	Natron-Springfield	50	50	50	45	40	35	35	20	20	45	40	35	30
3	Springfield-Springfield Junction	35	35	35	35	35	30	30	15	20	35	35	35	30
3	Mohawk Junction-Wendling	25	....	25	25	25	18	....	15	18	....	....	25	25
4, 5	Eugene-M.P. 665.7	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 665.7-M.P. 688	65	65	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 688-M.P. 721.8	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 721.8-M.P. 730	65	65	50	45	40	40	35	20	20	45	40	35	30
4, 5	M.P. 730-Hito	60	60	50	45	40	40	35	20	20	45	40	35	30
4, 5	Hito-Portland	50	50	50	45	40	35	35	15	20	45	40	35	30

Page No.	TERRITORY	PASSENGER			FREIGHT			LIGHT ENGINES RUNNING FORWARD		
		Maximum	With T C Engines	With TW Engines	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE Type	T 26, 32, 40	T 1, 8, 9, 23, 28, 31 C	TW
6	Eugene-Noti	45	45	40	30	15	20	40	35	30
6	Noti-Mapleton	35	35	35	30	15	20	35	35	30
6	Mapleton-Lakeside	35	35	35	25	15	20	35	35	30
6	Lakeside-Marshfield	35	35	35	30	15	20	35	35	30
6	Marshfield-Myrtle Point	18	18	18	18	15	18	18	18	18
6	Myrtle Point-Powers	25	25	25	18	15	18	25	25	25
7	Woodburn-Brownsville	25	25	25	25	15	20	25	25	25
7	Brownsville-Springfield	20	20	20	20	15	15	20	20	20
7	Page-Tallman	30	30	30	30	20	20	30	30	30
7	Salem-Geer	25	25	25	25	15	20	25	25	25
7	Shelburn-Gates	25	25	25	22	15	20	25	25	25
7	Gates-Idanha	20	20	20	15	12	15	20	20	20
7	Albany-Philomath	30	30	30	30	18	20	30	30	30
7	Philomath-Toledo	25	25	25	20	12	20	25	25	25
8	Alpine Jct.-Glenbrook	18	18	18	18	15	18	18	18	18
8	Bailey Jct.-Dawson	18	18	18	18	15	18	18	18	18
8	Cook-Hillsboro	30	30	30	30	20	20	30	30	30
9	Cook-St. Joseph	30	30	30	30	20	20	30	30	30
9	Willsburg Jct.-Cook	30	30	30	30	20	20	30	30	30
9	Hillsboro-Buxton	30	30	30	30	20	20	30	30	30
9	Buxton-Timber	20	20	20	20	15	20	20	20	20
9	Timber-Enright	20	20	20	15	10	15	20	20	20
9	Enright-Wheeler	20	20	20	18	15	18	20	20	20
9	Wheeler-Tillamook	18	18	18	18	15	20	18	18	18
9	Jefferson St.-Wilsonia	20	20	20	20	15	20	20	20	20
10	Whiteson-Willamina	25	25	25	25	15	20	25	25	25
10	Broadmead-Perrydale	20	20	20	20	15	20	20	20	20
10	Canby-Molalla	25	25	25	25	20	20	25	25	25
11	Salem-Dallas	25	25	25	25	15	20	25	25	25
11	Dallas-Falls City	20	20	20	20	15	20	20	20	20
11	Falls City-Black Rock	20	20	20	15	10	15	20	20	20
11	Hillsboro-Cheshire	30	30	30	30	20	20	30	30	30

SPECIAL INSTRUCTIONS

SPEED OF TRAINS THROUGH CITY LIMITS.

	Miles per hour
Medford	16
Central Point—5 a. m. to 10 p. m.	35
Roseburg	15
Yoncalla	25
Cottage Grove	25
Creswell	20
Eugene	15
Junction City	20
Halsey	20
Albany	12
Turner	35
Salem	20
Gervais—6 a. m. to 9 p. m.	25
Woodburn	45
Hubbard	25
Aurora—5 a. m. to 10 p. m.	35
North Bend	25
Marshfield	15
Lebanon	12
Milwaukie	12
Oswego	10
Newberg	20
LaFayette	15
Beaverton	8
Hillsboro	15
Cornelius	12
Forest Grove	15
Gaston	15
Carlton	10
McMinnville	12
Independence	12
Corvallis	15
Dallas	12

Where slowboards read 28 miles per hour F-3-4-5-6, AC 4-5-6 and AM-2, engines must not exceed 25 miles per hour. and AC 1-2-3 engines must not exceed 20 miles per hour except between Cascade Summit and Oakridge.

Where slow boards read 25 miles per hour AC 1-2-3, engines must not exceed 20 miles per hour.

Where slow boards read 20 miles per hour AC 1-2-3 engines must not exceed 15 miles per hour.

Maximum operating speeds for engines subject to restrictions imposed by type of tender, character of train, curvature, and/or other local operating conditions.

Speed restrictions for engines are shown in speed table; however, attention is called to the following maximum speeds at which tenders may be operated subject to restrictions imposed locally:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 miles per hour.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed;

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are up	30 M.P.H.
G. S. engines	20 M.P.H.
S. P. 1, 2 and 3 when inside main rod removed	30 M.P.H.
S and S. E. engines and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair of drivers on a locomotive, the speed must not exceed 20 miles per hour.

When all weight has been removed from only one wheel of a pair of drivers on a locomotive, the speed must not exceed 30 miles an hour.

Trains consisting of locomotive and caboose only are permitted to operate at speed authorized for engines running light, except they shall not exceed 40 miles per hour.

Engines with pilots removed or not equipped with engine or pony trucks 20 miles per hour.

Engines operated coupled tender to tender must not exceed speed permitted engines running backwards.

F-4-5 type engines must not exceed 6 miles per hour backing through switches.

On curves of 7 to 10 degrees, trains must not exceed 28 miles per hour; 10 to 12 degrees, 20 miles per hour; over 12 degrees, 15 miles per hour, except that where F-3600 or 3700 class engines are operated, trains must not exceed 25 miles per hour on 10 degree curves; 20 miles per hour on curves 10° 30′ to and including 12° 30′; 15 miles per hour on curves 12° 30′ to and including 15 degrees, and 12 miles per hour on curves 15 to 17 degrees.

Trains handling steam relief outfit or Locomotive Ditcher 4044 and 4048 must not exceed 25 miles per hour between Ashland and Portland, Crescent Lake and Eugene, and 18 miles per hour on branches.

Maximum allowable speed of trains handling flangers is 30 miles per hour. Trains consisting of locomotive, flanger and caboose only should be considered freight trains and speed restricted accordingly, except between Cascade Summit and Heather maximum allowable speed is 28 miles per hour and between Heather and Oakridge 30 miles per hour.

Loaded 16-foot Hog fuel cars prohibited from movement on main line except between Eugene and Mohawk Jct., Lemrock and Salem, Eugene and Albany.

Maximum speed allowed trains handling logs loaded on flat or logging cars is twenty-five (25) miles per hour unless otherwise restricted, and must not exceed fifteen (15) miles per hour over truss bridges, around curves of over six degrees, and passing through stations and tunnels.

When train handling logs takes siding to meet an opposing train or allow a following train to pass, such train must be thoroughly inspected to see that proper clearance exists to insure safe movement for the expected train, and no movement of train on siding attempted until train to be met has passed.

Trains must not exceed 15 miles per hour passing through sidings on Main line and 12 miles per hour through sidings on other lines.

All cars moved in passenger trains must be equipped with steel-tired or all steel wheels. When cars not so equipped are offered for movement, they will be handled in freight trains; passengers, if any, to move on passenger train.

(a) Wooden passenger-carrying cars, wooden baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms, must not be used in passenger service except on authority of Superintendent of Transportation.

(b) Speed of trains handling such cars must be restricted as follows:

When consist includes not more than three wooden passenger-carrying cars, maximum speed must not exceed 50 miles per hour. When consist includes more than three wooden passenger-carrying cars, maximum speed must not exceed 40 miles per hour.

(c) If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on the rear.

MEDFORD SUBDIVISION

Medford—Reduce to 10 miles per hour over Main Street crossing.

AC Class engines must not exceed 6 miles per hour on house track at Green and track 4 Glendale.

Passenger trains must reduce to 20 miles per hour and freight trains to 15 miles per hour on 12 degree curves between tunnel No. 5 and west switch at Brandt and on 12 degree curve at mile post 528.0.

BROOKLYN SUBDIVISION

Crescent Lake and Odell Lake—Maximum speed of passenger trains on curves 50 miles per hour.

Odell Lake and Cascade Summit, Natron and Springfield—Maximum speed of passenger trains on curves 45 miles per hour.

Eugene and Hito—Maximum speed of passenger trains on curves, 60 miles per hour.

W. V. R. Crossing—(Between Oregon City and Park Place) Reduce to 20 miles per hour over crossing.

Brooklyn and Portland—15 miles per hour passing shop buildings Brooklyn and 10 miles per hour over all street crossings between the Brooklyn shop buildings and the Willamette River bridge, and on East First Street, between Clay Street and East Oak Street; 15 miles per hour between East Oak and Front Street and 6 miles per hour Front Street and Union Station. 4300 and 4400 class engines 6 miles per hour over frogs and around curves west end Willamette River Bridge.

TOLEDO BRANCH

Reduce to 15 miles per hour through tunnels and over Willamette River Bridge, Albany.

NEWBERG BRANCH

Cook—Reduce to 20 miles per hour over Junction switch.

FALLS CITY BRANCH

Salem—Reduce to 12 miles per hour on 24 degree curve between east end Union Street and Lemrock and to 15 miles per hour over Willamette River Bridge.

TILLAMOOK BRANCH

Cochran and Mayo—Westward trains reduce to 12 miles per hour over Wolf Creek Bridge at west end of tunnel 27 M. P. 803.6.

Reduce to 10 miles per hour on 17°30′ curves one-half mile west of Belding at mile post 807.5 and one quarter mile west of Edwards at mile post 808.2.

Consolidation engines must not exceed 12 miles per hour backing up on curves between Bay City and Garibaldi and between Jetty and Wheeler.

MARSHFIELD SUBDIVISION

Eugene and Walton—Engines running backward permitted to make 20 miles per hour on tangent track.

Reduce to 10 miles per hour on draw spans Siuslaw River, Umpqua River, Coos Bay and Baker Creek Bridge No. 10, Coquille Bridges, 1, 2, 5, 7, 8, 9, 12, 13 and tunnel 1 between Myrtle Point and Powers.

Trains handling logs loaded on flat or logging cars must stop before entering tunnels 14 and 20 westward and 13 and 18 eastward and at Coos to inspect condition of loads, and not exceed 8 miles per hour between North Bend and Anderson Ave., Marshfield.

CBL saddle back engines 11 and 12 must not be used between Myrtle Point and Marshfield. CBL saddle back engines 9 and 10 reduce to 15 miles per hour over bridges between Myrtle Point and Marshfield.

SPECIAL INSTRUCTIONS

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

EMPLOYES ARE WARNED THAT IT IS DANGEROUS TO STAND ERECT ON TOP OF CARS OR TO RIDE ON SIDES OF CARS WHILE PASSING THESE POINTS, AND THAT THEY MUST PROTECT THEMSELVES FROM INJURY.

All water tanks and water columns have impaired side clearance at spout.

MEDFORD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
490	Hugo-Leland	Tunnel No. 9	16.7	4.0
505	Wolf Creek-Glendale	Tunnel No. 8	16.0	4.1
514	Reuben-Brandt	Tunnel No. 7	16.3	4.2
514	" "	Tunnel No. 6	15.2	3.3
515	" "	Tunnel No. 5	16.1	3.6
516	" "	Tunnel No. 4	16.3	4.2
518	Brandt-West Fork	Tunnel No. 3	17.1	4 8
518	5180 feet East	Rock Cut	....	5.4
521	Brandt-West Fork	Tunnel No. 2	17.0	4.7
521.40	Brandt-West Fork	West Fork Creek Crossing	21.8	4.9
523	4490 feet East	Rock Cut	....	5.2
525	125 " "	" "	....	5.8
526	3700 " "	" "	....	5.7
526	3865 " "	" "	....	5.3
526	4785 " "	" "	....	5.2
528	600 " "	" "	....	5.4
530.8	Cow Creek-Peck	Tunnel No. 1	16.4	4.7
539	1450 feet East	Rock Cut	....	5.5
620	856 feet East	Rock Cut	....	5.7

Dillard. Apron on loading dock.

CASCADE LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
537.8	Cascade Summit-Abernethy	Tunnel No. 3	20.5	5.6
544.3	Abernethy-Cruzatte	Tunnel No. 4	20.5	5.6
545.2	" "	Tunnel No. 5 and Rock Shed	20.5	5.6
546.5	Cruzatte-Frazier	Tunnel No. 6	20.5	5.6
547.1	" "	Tunnel No. 7 and Snow Shed	20.5	5.6
547.7	" "	Tunnel No. 8	20.5	5.6
548.3	" "	Tunnel No. 9 and Snow Shed	20.5	5.6
548.6	" "	Tunnel No. 10 and Rock Shed	20.5	5.6
548.8	" "	Tunnel No. 11 and Rock Shed	20.5	5.6
549.3	" "	Tunnel No. 12 and Rock Shed	20.5	5.6
550.0	" "	Tunnel No. 13	20.5	5.6
551.8	Frazier-Fields	Tunnel No. 14 and Snow Shed	20.5	5.6
553.9	" "	Tunnel No. 15	20.5	5.6
556.0	Fields-Wicopee	Tunnel No. 16	20.5	5.6
557.1	" "	Tunnel No. 17	20.5	5.6
557.8	" "	Tunnel No. 18	20.5	5.6
558.6	" "	Tunnel No. 19	20.5	5.6
560.9	Wicopee-Heather	Tunnel No. 20	20.5	5.6
572.1	McCredie Springs-Pryor	Tunnel No. 21	20.5	5.6
581.8	Oakridge-Westfir	Tunnel No. 22	19.5	5.0
584.5	Hemlock-Lookout	Tunnel No. 23	19.7	5.3
587.2	Lookout-Lawler	Tunnel No. 24	20.0	5.6
608.24	Pengra-Fall Creek	Fall Creek Crossing	....	4.9

WENDLING BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
649.50	Hendricks-Yarnell	McKenzie River Crossing	18.4	4.5
651.02	" "	1st Mohawk River Crossing	20.3	4.2
659.86	Wendling-Hyland	2nd " " "	17.3	4.6

TILLAMOOK BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
789.6	Walcott-Hulbert	Tunnel No. 25	20.1	....
801.8	Cochran-Mayo	Tunnel No. 26	19.1	4.8
803.6	" "	Tunnel No. 27	20.0	5.0
805.7	Mayo-Enright	Tunnel No. 28	20.1	....
806.2	" "	Tunnel No. 29	19.3	5.0
806.5	" "	Tunnel No. 30	20.1	....
807.9	" "	Tunnel No. 32	19.5	5.2
808.5	" "	Tunnel No. 34	20.0	5.5
809.5	Edwards-Enright	Rock Cut	....	5.7
809.9	" "	Tunnel No. 35	19.8	5.4
810.2	" "	Rock Cut	....	5.9
810.4	" "	" "	....	5.5
810.7	" "	Tunnel No. 36	20.1	5.5
813.9	Belfort-Salmonberry	Rock Cut	....	5.7
815.0	" "	" "	....	5.6
815.5	" "	" "	....	5.7
815.81	Salmonberry-Wakefield	1st Crossing Nehalem River	21.3	4.9
817.9	" "	Rock Cut	....	4.6
819.0	Wakefield-Rector	" "	....	5.5
822.1	Maples-Nehalem Falls	" "	....	5.8
830.5	Knudson-Mohler	" "	....	5.3
830.89	Knudson-Mohler	2nd Crossing Nehalem River	21.1	4.9
846.85	Miami-Bay City	Miami River Crossing	20.2	4.9
848.0	" "	Tunnel No. 37	19.1	5.3
852.74	Idaville-Tillamook	Kelchis River Crossing	20.3	4.9
854.37	" "	Wilson River Crossing	21.2	....

BROOKLYN SUBDIVISION—MAIN LINE

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
757.50	Park Place-Clackamas	Clackamas River Crossing	21.3	4.9
698.93	Millersburg-Jefferson	N. Santiam River Crossing	21.7	4.9

Eugene. Impaired clearance exists when chutes are in place on Eugene Sand and Gravel Co. private spur.

Springfield. Impaired clearance exists when loading chute is in place on mill spur.

Pulp. Portable platform across paper loading track to handle shipments from boats to warehouse. Careful inspection must be made to know that this platform has been removed before coupling into cars or doing switching on this track.

MOLALLA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
751-B	Kraft-Scott	Molalla River Crossing	....	4.7

MILL CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
714	....	Rock Cut	....	5.2
724	300 feet East	" "	....	5.6
732	....	Rock Cut	....	5.1
736	2040 feet West	" "	....	5.8
736	3240 " "	" "	....	4.4
737	....	" "	....	5.4
737	2000 feet West	" "	....	5.2
737	2300 " "	" "	....	4.8
737	3000 " "	" "	....	4.0
738	....	" "	....	4.8
738	2000 " "	" "	....	5.3
738	3000 " "	" "	....	4.4
738	3600 " "	" "	....	5.8
739	....	" "	....	5.2
739	2500 " "	" "	....	4.3
739	3000 " "	" "	....	4.8
740	2300 " "	" "	....	5.8
741	300 " "	" "	....	5.6
743	90 " "	" "	....	5.8
743	700 " "	" "	....	5.6
744.21	Elk River-Detroit	Breitenbush River Crossing	20.5	4.5
745	350 feet West	Rock Cut	....	5.8
747	600 " "	" "	....	5.4
750	700 " " (both sides)	" "	....	5.8

NEWBERG BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
774.46	Jefferson Street	Overhead Road Crossing	21.0	....
774.50	" "	O. E. Overhead Crossing	21.2	....
762.12	Tualatin-Galbreath	Tualatin River Crossing	21.1	....

WEST SIDE BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
758.70	Forest Grove Spur	Gales Creek Crossing	....	4.6
731.85	McMinnville-Whiteson	S. Yamhill River Crossing	19.5	4.5
702.96	Parker-Suver	Luckiamute River Crossing	21.7	4.5

WILLAMINA BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
745.27	Sheridan-Shipley	S. Yamhill River Crossing	....	4.4
	Willamina	Willamina Clay Prod. Co.	16.6	2.8

FALLS CITY BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
719.74	Pickney-Lemrock	Willamette River Crossing	21.6	4.9
742.23	Buman-Falls City	1stCross'gLittleLuckiamuteR	....	4.7
743	3700 feet East	Rock Cut	....	4.3
747.10	Black Rock-End of Line	6th Crossing " " "	....	4.7

Close clearance exists on spur track serving hog fuel storage yard at Pinckney. Extreme care should be used when moving cars in and out of this track.

WOODBURN—SPRINGFIELD BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
706.29	Shelburn-N. Santiam	N. Santiam River Crossing	18.0	4.6
700.99	West Scio-Gilkey	Thomas Creek Crossing	20.3	4.8
698.48	Gaines-Crabtree	Crabtree Creek Crossing	19.9	5.3
671.67	Brownsville-Twin Buttes	Calapooia River Crossing	20.6	4.3
650.25	Chestnut-Armitage	Mc Kenzie River Crossing	18.5	5.7

TOLEDO BRANCH

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
691.70	Albany	First Street Crossing	....	4.5
691.82	Albany-North Albany	Williamette River Crossing	21.8	4.4
711.35	Flynn-Wrens	1st Crossing Marys River	18.4	4.2
712.26	" "	2nd " " "	....	4.8
715.0	1000 feet East	Rock Cut	....	4.6
716.68	Wrens-Russell	6th Crossing Marys River	17.8	4.4
717.13	Wrens-Russell	7th " " "	....	4.7
718.88	Harris-Alder	8th " " "	....	4.6
719.37	" "	9th " " "	....	4.4
719.66	" "	10th " " "	....	4.7
720.25	" "	11th " " "	....	4.7
720.51	" "	12th " " "	....	4.6
720.78	" "	14th " " "	....	4.7
730.3	Summit-Nashville	Tunnel No. 22	16.1	3.1
732.0	" "	Tunnel No. 23	16.1	3.7
739.18	Nortons-Eddyville	4th Crossing Yaquina River	....	4.5
739.43	" "	5th " " "	....	4.6
743.68	" "	6th " " "	....	4.7
745.79	Eddyville-Chitwood	7th " " "	....	4.8
748.72	" "	8th " " "	....	4.5
751.22	Chitwood-Morrison	9th " " "	....	4.4
751.57	" "	10th " " "	....	4.7
751.77	" "	11th " " "	....	4.8
752.4	" "	Tunnel No. 24	16.4	4.0
752.99	" "	15th Crossing Yaquima River	....	4.8

MARSHFIELD SUBDIVISION

Mile Post	BETWEEN	DESCRIPTION	Height Above Top of Rail	Side Clearance From Rail
664.87	Long Tom-Noti	4th Crossing Long Tom Crk	....	4.7
669.5	Vaughn-Flagg	Tunnel No. 13	19.6	5.0
681.1	Globe-Austa	Tunnel No. 14	19.7	5.4
720.7	Siboco-Canary	Tunnel No. 15	19.8	5.4
721.5	Canary-Siltcoos	Tunnel No. 16	19.8	5.2
727.7	Ada-Booth	Tunnel No. 17	20.0	5.4
734.5	Kroll-Brenham	Tunnel No. 18	19.7	5.2
739.64	Gardiner-Reedsport	Umpqua River Crossing	21.9	4.7
745.6	Tharp-Willard	Tunnel No. 19	19.9	5.4
750.1	Bufo-Lakeside	Tunnel No. 20	19.9	5.4
751.2	" "	Tunnel No. 21	20.0	5.4
763.64	Coos-North Bend	Coos Bay Crossing (Dwarf Signals)	....	4.1
795.9	Myrtle Point-Estabrook	Coquille River Bridge (1)	20.2	4.5
797.5	Estabrook-Broadbent	" " " (2)	20.2	4.5
800.6	Broadbent-Warner	" " " (5)	20.2	4.5
801.6	" "	" " " (7)	20.2	4.2
802.7	Warner-Gaylord	" " " (8)	19.0	3.8
808.7	Gaylord-Byerle	Rowland Creek Bridge(9)	20.2	4.6
809.3	Byerle-Fensler	Tunnel No. 1	18.8	....
813.3	Fensler-Powers	Coquille River Bridge (14)	18.5	4.5

TRAIN AND ENGINEMEN ARE CAUTIONED TO WATCH CLOSELY FOR IMPAIRED CLEARANCE SIGNS

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft	93,070	....	....	....
" —66 ft	127,610	....	....	....
" —70 ft	122,620	....	....	....
" —70 ft. (With Auto. End Door)	125,800	....	....	....
" ..(Dynamo)	98,730	....	....	....
" ..	....	87,120	....	....
Baggage & Mail—60 ft	103,620	....	....	....
" " " —69 ft	124,760	....	....	....
" " " —70 ft	129,140	....	....	....
" " "	....	103,590	....	....
" " " Passenger	108,675	112,640	....	....
Express Refr.—N. P. Ry	....	74,000	....	....
" " —A. R. E. No. 40–154	....	78,000	....	....
" " — " " 155–224	....	89,000	....	....
" " — " " 500–506	....	110,000	....	....
" " — " " 1101–1175	....	85,000	....	....
" " —P. F. E. " 500–799	....	83,000	....	....
Express, Horse	133,050	....	....	....
Postal	112,120	....	....	....
Postal Storage—40 ft	74,530	....	....	....
" " —60 ft	105,120	....	....	....
Club	146,210	122,300	160,726	153,710
Official	170,700	155,370	....	....
Chair—60 ft	100,620	....	112,985	108,120
" —74 ft. (Ice Sys.)	....	....	180,915	173,125
" —74 ft. (Steam Ejec. Sys.)	....	....	197,944	181,600
Coaches—60 ft	98,130	....	110,380	105,630
" —70 ft	137,640	....	151,671	145,140
" —72 ft	....	....	153,782	147,160
" —73 ft	....	....	168,245	161,000
" —72 ft. (Interurban)	120,000	....	....	....
All-Day Lunch—Chair	105,970	....	....	....
" " —Coach	103,875	....	....	....
Cafe Coach	....	138,600	152,675	146,100*
Diner—70 ft	....	135,930	....	....
" —72 ft	155,330	146,930	....	....
" —77 ft. (Arch Type Roof) (Ice Sys.)	156,000	....	170,857	163,500
" —77 ft. (Clere Story Roof) (Ice Sys.)	....	165,530	179,400	171,675
" —77 ft. (Clere " ") (Mech. Sys.)	....	....	189,581	173,836
" —79 ft	169,100	....	....	....
" —80 ft. (Clere Story Roof) (Mech. Sys.)	....	....	201,323	184,700
Cafe Parlor	148,950	161,200	160,198	153,350
Lounge	....	....	188,949	180,813
Observation—75 ft	154,400	....	169,185	161,900
" —77 ft	....	....	194,543	186,166
"	....	141,870	....	....
Pullman-Observation (Ice Sys.)	160,800	153,000	177,314	169,200
" " (Mech. Sys.)	160,800	153,000	185,627	170,300
" " Lounge (Ice Sys.)	171,200	....	187,682	179,600
" " " (Mech. Sys.)	171,200	....	196,963	180,700
Pullman Bedroom Car (Ice Sys.)	167,600	....	183,920	176,000
" " " (Mech. Sys.)	167,600	....	193,039	177,100
" Sleeper (Ice Sys.)	163,100	....	180,075	171,500
" " (Mech. Sys.)	163,100	....	188,134	172,600
" Tourist (Ice Sys.)	153,000	....	168,663	161,400
" " (Mech. Sys.)	153,000	....	167,625	162,500
Rail Gas-Electric Car, 400 H.P	158,400	....	....	....
" " " " 600 H.P	167,200	....	....	....

*Steel Underframe.

Side clearance of bridges authorized by Public Utilities Commission of Oregon is 5 feet from rail. All bridges having less clearance than 5 feet from rail are noted above.

The clearance shown as height above top of rail is for 9 feet wide or 4 feet 6 inches each side of center line of track.

Side clearance from rail is for all points between 4 feet and 14 feet above top of rail.

RATING OF LOCOMOTIVES—PORTLAND DIVISION

IN Ms OF 1000 LBS. BACK OF TENDER

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Brooklyn to E. Milwaukie Clackamas to Oregon City Coaica to Canby Aurora to Hito	Salem to Eugene Barlow to Canby Oregon City to Clackamas	Eugene to Salem	E. Milwaukie to Clackamas Oregon City to Coalca Canby to Aurora Hito to Salem Salem to Barlow Canby to Oregon City Clackamas to Brooklyn	Ashland to Grants Pass	Grants Pass to Glendale Glendale to Grants Pass Drain to Roseburg	Glendale to Roseburg	Roseburg to Divide	Divide to Eugene	Eugene to Drain	Roseburg to West Fork Grants Pass to Ashland	West Fork to Glendale	Eugene to Hills Lowell to Armet	Hills to Lowell Armet to Oakridge	Oakridge to Crescent Lake	Crescent Lake to Eugene
T- 9	T-57 18/24 83	2161	160	1350	1800	1950	2300	1800	470	1100	490	1300	960	1050	780	....	....	....	....
T- 8	T-57 18/24 99	2174	160																
T- 9	T-57 18/24 92	2172	170	1450	1950	2100	2450	1950	530	1200	550	1400	1050	1150	870	....	....	....	....
T- 1	T-63 20/26 112	2239 to 2271	180	1850	2500	2750	3200	2550	700	1550	720	1850	1350	1500	1100	....	....	....	....
T-26	T-69 21/28 152-S	2283 to 2299	200	2300	3150	3400	3950	3200	870	1950	900	2300	1700	1850	1450	2350	2050	990	3200
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	2950	4000	4350	5050	4050	1150	2500	1150	2950	2200	2350	1800	3700	2700	1300	4100
T-32	T-69 23/28 174-S	2363 to 2384	210	2950	4000	4350	5050	4100	1150	2550	1200	3000	2250	2400	1900	3000	2700	1300	4100
P-8, 10	P-73 25/30 181-SF	2461 to 2474, 2478 to 2483	200	3250	4450	4850	5650	4500	1150	2700	1200	3250	2400	2600	1950	3350	2950	1350	4550
P-8, 10	P-73 25/30 183/B-63-SF	2475, 2484 to 2491																	
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750, 2752 to 2860	210	3300	4450	4850	5600	4400	1250	2700	1300	3200	2400	2600	1900	3350	3000	1400	4550
C-9, 10	C-57 22/30 194-S																		
C- 8	C-57 22/30 192-S	2698 to 2749, 2751																	
C- 5	C-57 22/30 187-S	2624 to 2679																	
C- 5	C-57 22/30 185-S	2681 to 2693																	
TW- 1	TW-54 22/26 147	2900 to 2913	180	2550	3450	3700	4300	3400	970	2100	1000	2450	1850	2000	1500	2600	2300	1100	3500
TW- 8	TW-54 21/32 161-S	2914 to 2923	190	2850	3850	4200	4850	3750	1050	2300	1100	2700	2050	2200	1550	2900	2600	1200	3950
TW- 4	TW-56 20/30 114	2926	160	1900	2600	2850	3300	2600	710	1550	730	1850	1400	1500	1100	1950	1750	800	2650
TW- 4	TW-56 20/30 120	2930, 2931																	
TW- 4	TW-56 20/30 122	2927, 2929																	
TW- 3	TW-50 20/26 120	2932 to 2945	170	2050	2750	3000	3450	2700	760	1650	780	1950	1450	1600	1150	2050	1850	860	2800
TW- 2	TW-50 20/26 118	2947 to 2952																	
TW- 6	TW-50 20/26 111	2957	160	1900	2600	2800	3250	2550	710	1550	730	1850	1350	1500	1100	1950	1700	800	2650
Mk-2, 4	MK-57 23¾/30 206-S	3200 to 3240	210	3800	5150	5600	6500	5100	1400	3100	1450	3700	2750	3000	2200	3900	3450	1600	5250
Mk-2, 4	MK-57 23¾/30 222-SF																		
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	5550	7450	8100	9400	7400	2100	4550	2150	5350	4000	4350	3200	5650	5050	2400	7600
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768																	
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	6700	9050	9750	11350	8950	2600	5550	2700	6550	4900	5300	3950	6850	6100	2950	9200
AC- 4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4125	235	....	....	....	....	....	....	....	....	....	....	....	....	8950	8000	3850	12000
AC- 5	AC-63 $\frac{24-24}{32}$ 483-SF																		
AC- 6	AC-63 $\frac{24-24}{32}$ 517-SF	4126 to 4150	250	....	....	....	....	....	....	....	....	....	....	....	....	9500	8500	4100	12800
AC- 7	AC-63 $\frac{24-24}{32}$ 515-SF	4151 to 4162																	
AM- 2	AM-63 $\frac{22-22}{28}$ 320-SF	4200, 4205, 4209	210	5150	6950	7550	8750	7000	1950	4300	2050	5050	3800	4100	3100	5250	4700	2200	7100
MT-1, 3, 4, 5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	4400	5950	6450	7550	6000	1650	3650	1700	4350	3250	3500	2650	4450	3950	1850	6050
GS- 1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	4650	6350	6900	8000	6500	1750	3950	1800	4700	3500	3800	2850	4750	4200	1950	6450
Allowance for Empty and Underloaded Cars		Less than 40 Ms		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 to 50 Ms		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "E"—Eight-Wheelers
"T"—Ten-wheelers
"M"—Moguls
"Mk"—Mikado
"C"—Consolidation
"TW"—Twelve-wheelers
"A"—Atlantic Type
"F"—Two-ten-two Type
"P"—Pacific Type
"AC"—Articulated Consolidation
"AM"—Articulated Mogul
"MT"—Mountain Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57$\frac{22}{30}$187.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene Yard	Eugene Yard to Gaston	Gaston to Brooklyn	Brooklyn to Sherwood	Sherwood to Springbrook	Springbrook to Perrydale	Whiteson to Springbrook	Springbrook to Sherwood	Sherwood to Brooklyn	Broadmead to Willamina	Willamina to Broadmead	Hillsboro to Buxton	Buxton to Timber	Timber to Enright	Enright to Tillamook	Tillamook to Salmonberry	Salmonberry to Enright	Timber to Buxton	Buxton to Hillsboro	Albany to Toledo	Toledo to Albany	Shelburn to Detroit	Albany to Lebanon	Lebanon to Albany
T-57 18/24 81 to 94	2161, 2172	1250	1000	1200	1600	1250	650	1470	1250	625	1600	1300	850	1200	500	300	1500	700	......	850	1500	850	590	800	1780	1880
T-57 18/24 99	2174																									
T-63 20/26 112	2239 to 2271	1500	1400	1590	2250	1500	880	1590	......	840	2000	......	......	1750	610	400	F	1750	900	1100	F	......	......	......	......	......
TW-50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	1000	2400	......	1700	2000	700	500	F	2700	1250	1250	F	1500	890	1230	2670	2820
TW-56 20/30 114 to 122	2926 to 2931																									
TW-54 22/26 147	2900 to 2913	2400	2290	2575	3220	......	......	......	......	......	......	......	2000	2280	950	570	2850	2900	1300	1620	2850	......	......	......	3380	3570
TW-54 21/32 161	2914 to 2923, Super																									
C-57 22/30 192S to 200S	2513 to 2599, 2698 to 2860	3100	2520	2970	3960	3100	1470	3630	3100	1600	3960	3250	2160	2970	1250	850	3710	3500	1850	2400	3710	......	......	......	......	......

CLASSIFICATION	ENGINE NUMBERS	Eugene to Noti Rainrock to Marshfield Marshfield to Rainrock Noti to Eugene	Noti to Flagg Rainrock to Vaughn	Vaughn to Noti Flagg to Rainrock	Marshfield to Myrtle Point	Myrtle Point to Marshfield	Myrtle Point to Powers	Powers to Myrtle Point	Canby to Molalla	Woodburn to Geer	Geer to Aumsville	Aumsville to Springfield	Springfield to Aumsville	Aumsville to Geer	Geer to Woodburn	Mohawk Jct. to Wendling	Wendling to Mohawk Jct.	Geer to Salem	Salem to Falls City	Dallas to M.P. 735.5	M.P. 735.5 to Falls City	Falls City to Black Rock	Teats to M.P. 735.5	Black Rock to Teats M.P. 735.5 to Dallas	Dallas to Salem
T-57 18/24 83 to 92	2161, 2172	2450	1800	5500	490	600	......	......	1280	1280	600	1200	1880	850	1680	1850	2050	1280	......	......	......	......	......	......	......
T-57 18/24 99	2174																								
T-63 20/26 112	2239 to 2271	3100	2300	5500	720	870	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-50 20/26 111 to 120	2932 to 2957	3500	2650	6000	730	890	890	1800	......	......	......	......	......	......	......	......	......	......	......	1200	2500	580	1800	4000	1650
TW-56 20/30 114 to 122	2926 to 2931																								
TW-54 22/26 147	2900 to 2913	4650	3450	8000	1000	1200	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
TW-54 21/32 161S	2914 to 2923, Super	5200	3900	8000	1100	1300	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......
C-57 22/30 192S to 200S	2513 to 2599, 2698 to 2860	6050	4500	8000	1300	1550	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "MK"—Mikado "E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers: C-57 $\frac{22}{30}$ 187

LIST OF SURGEONS, HOSPITAL DEPARTMENT

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
San Francisco	Dr. W. B. Coffey	Chief Surgeon and Manager.	Junction City	Dr. R. S. Rogers	Dist. Physician and Surgeon.	Stayton	Dr. Burl Betzer	Emergency Surgeon.
Ashland	Dr. F. G. Swedenburg	District Surgeon.	Halsey	Dr. T. I. Marks	Emergency Surgeon.	Scio	Dr. A. G. Prill	District Surgeon.
Ashland	Dr. Ernest A. Woods	Assistant District Surgeon.	Albany	Dr. F. E. Beauchamp	District Surgeon.	Lebanon	Dr. J. C. Booth	District Surgeon.
Medford	Dr. J. C. Hayes	District Surgeon.	Albany	Dr. G. E. Fortmiller	Assistant District Surgeon.	Lebanon	Dr. Norman E. Irvine	Associate District Surgeon.
Medford	Edwin R. Durno	Associate District Surgeon.	Albany	Dr. A. Stark	Oculist and Aurist.	Brownsville	Dr. F. A. Paden	District Surgeon.
Medford	Dr. Chas. W. Lemery	Oculist and Aurist.	Jefferson	Dr. J. O. Van Winkle	District Surgeon.	Toledo	Dr. R. D. Burgess	District Surgeon.
Gold Hill	Dr. Warren D. Bishop	District Surgeon.	Salem	Dr. Julius H. Garnjobst	District Surgeon.	Newport	Dr. W. S. Thurtell	Emergency Surgeon.
Grants Pass	Dr. C. Joyce Moser	District Surgeon.	Salem	Dr. E. S. Fortner	Assistant District Surgeon.	Oswego	Dr. W. H. McDougal	Emergency Surgeon.
Grants Pass	Dr. W. A. Moser	Assistant District Surgeon.	Salem	Dr. M. C. Findley	Oculist and Aurist.	Sherwood	Dr. F. T. Rucker	Emergency Surgeon.
Grants Pass	Dr. W. W. Inkrote	Oculist and Aurist.	Salem	Dr. W. W. Baum	Assistant Oculist and Aurist.	Newberg	Dr. C. A. Bump	Emergency Surgeon.
Glendale	Dr. A. J. Fawcett	District Surgeon.	Salem	Dr. L. O. Clement	2d Asst. Oculist and Aurist.	Newberg	Dr. T. W. Hester	Emergency Surgeon.
Myrtle Creek	Dr. J. C. Maxson	District Surgeon.	Gervais	Dr. Bruce L. Titus	Emergency Surgeon.	Beaverton	Dr. C. E. Mason	District Surgeon.
Roseburg	Dr. A. C. Selley	Oculist and Aurist.	Woodburn	Dr. E. S. Donelly	District Surgeon.	Hillsboro	Dr. J. O. Robb	District Surgeon.
Roseburg	Dr. B. R. Shoemaker	District Surgeon.	Aurora	Dr. B. F. Giesy	Emergency Surgeon.	Hillsboro	Dr. J. B. Dinsmore	Assistant District Surgeon.
Sutherlin	Dr. I. A. Dunlap	Emergency Surgeon.	Canby	Dr. Edwin Hendry	Dist. Physician and Surgeon.	Cornelius	Dr. E. J. Crowthers	Emergency Surgeon.
Oakland	Dr. B. F. Devore	District Surgeon.	Oregon City	Dr. C. H. Meissner	District Surgeon.	Forest Grove	Dr. H. C. Fortner	District Surgeon.
Yoncalla	Dr. R. F. McKaig	District Surgeon.	East Portland	Dr. Paul H. Homann	District Surgeon.	Carlton	Dr. A. D. Morrison	Emergency Surgeon.
Drain	Dr. Bertha L. Devore	Emergency Surgeon.	Portland	Dr. A. L. Berkley	Division Surgeon.	McMinnville	Dr. W. H. Barendrick	District Surgeon.
Cottage Grove	Dr. B. R. Job	Assistant District Surgeon.	Portland	Dr. E. M. Anderson	District Surgeon.	McMinnville	Dr. E. H. Barendrick	District Surgeon.
Springfield	Dr. W. H. Pollard	District Surgeon.	Portland	Dr. R. F. Davis	Oculist and Aurist.	Independence	Dr. Geo. C. Knott	District Surgeon.
Springfield	Dr. Milton V. Walker	Assoc. Dist. Physician and Surgeon	Portland	Dr. A. J. Browning	Associate Oculist and Aurist.	Corvallis	Dr. W. T. Johnson	District Surgeon.
Oakridge	Dr. Grant J. Gray	District Surgeon.	Veneta	Dr. O. L. Asher	Emergency Surgeon	Corvallis	Dr. N. L. Tarter	Associate District Surgeon.
Oakridge	Dr. Joe B. Davis	District Surgeon.	Reedsport	Dr. J. C. Eastland	District Surgeon.	Monroe	Dr. E. Bennett	District Surgeon.
Westfir	Dr. Joe B. Davis	District Surgeon	Florence	Dr. Geo. P. Edwards	Emergency Surgeon	Sheridan	Dr. R. C. Field	District Surgeon.
Wendling	Dr. C. H. Atwood	Emergency Surgeon.	North Bend	Dr. Eunis Keizer	Asso. Dist. Physician & Surg.	Willamina	Dr. Roland Allen	Emergency Surgeon.
Eugene	Dr. W. B. Neal	Division Surgeon.	North Bend	Dr. Dean P. Crowell	District Surgeon.	Dallas	Dr. A. B. Starbuck	District Surgeon.
Eugene	Dr. Geo. P. Winchell	Associate District Surgeon.	Marshfield	Dr. G. E. Dix	District Surgeon.	Dallas	Dr. W. L. Pemberton	Assistant District Surgeon.
Eugene	Dr. P. J. Bartle	Associate District Surgeon.	Marshfield	Dr. R. J. Dixon	Assistant District Surgeon.	Banks	Dr. R. M. Kines	District Surgeon.
Eugene	Dr. Merle G. Howard	Associate Surgeon.	Marshfield	Dr. O. K. Wolf	Oculist and Aurist.	Wheeler	Dr. H. E. Rhinehart	District Surgeon.
Eugene	Dr. A. H. Norton	Oculist and Aurist.	Coquille	Dr. James Richmond	District Surgeon.	Tillamook	Dr. Max R. Charlton	District Surgeon.
Eugene	Dr. D. C. Stanard	Assistant Oculist and Aurist.	Myrtle Point	Dr. R. Harrison Mast	Emergency Surgeon.	Molalla	Dr. E. R. Todd	Emergency Surgeon.
Eugene	Dr. O. R. Gullian	Oculist and Aurist.	Silverton	Dr. R. E. Kleinsorge	District Surgeon.			

Main Lines

Ashland to Portland	S. P. Co.		339.77		
	O.-W. R. R. & N. Co.		.06		
	N. P. T. Co.		.26	340.09	
Natron to M. P. 527 Crescent Lake	C. P. Ry			86.84	
Springfield Junction to Natron	S. P. Co.			7.05	
Total Main Line					433.98

Branches

Alpine	S. P. Co	Alpine Jct. to Glenbrook		6.10	
Bellfountain	S. P. Co	Bailey Jct. to Dawson		5.00	
Coos Bay	S. P. Co	Eugene to Myrtle Point	147.75		
	C.B.L.Co.R.R.	Myrtle Point to Powers	18.78	166.53	
Falls City	S. P. Co	Salem to Wye		28.35	
Geer	S. P. Co	Salem to Geer		6.81	
Mill City	S. P. Co	Shelburn to Idanha		45.81	
Milwaukie	S. P. Co	Wilsonia to Willsburg Jct		3.06	
Molalla	S. P. Co	Canby to Molalla		10.46	
Newberg	S. P. Co	St. Joseph to Portland		36.71	
Perrydale	S. P. Co	Broadmead to Perrydale		2.52	
Tallman	S. P. Co	Page to Tallman		7.69	
Tillamook	S. P. Co	Hillsboro to Tillamook		91.31	
Wendling	S. P. Co	Mohawk Jct. to Wendling		15.73	
West Side	S. P. Co	Cheshire to Cook via Beaverton		118.77	
Willamina	S. P. Co	Whiteson to Willamina		19.77	
Woodburn-Springfield	S. P. Co	Woodburn to Springfield		92.94	
Toledo	S. P. Co	Albany to Toledo		74.71	
Total Branches					732.27
Total Portland Division					1166.25

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon. Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

LOCATION OF STRETCHERS

Ashland
Medford
Grants Pass
Roseburg
Drain
Eugene
Oakridge
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland
(Yardmen's Hdqtrs.)
(East 1st & Oak Sts.)
Timber
Willamina
Corvallis

DIVISION HOSPITALS

Good Samaritan } Portland, Ore.
St. Vincent's }

TRAINMASTERS

G. H. KILBORN............................Eugene Yard, Ore.
J. M. TREFREN............................Portland, Ore.
W. W. McDONALD............................Roseburg, Ore.
V. M. PETTERSON............................Portland, Ore.

ROAD FOREMEN OF ENGINES

L. B. WISHAR............................Portland, Ore.
E. D. SMITH............................Eugene Yard, Ore.

ASSISTANT TRAINMASTER

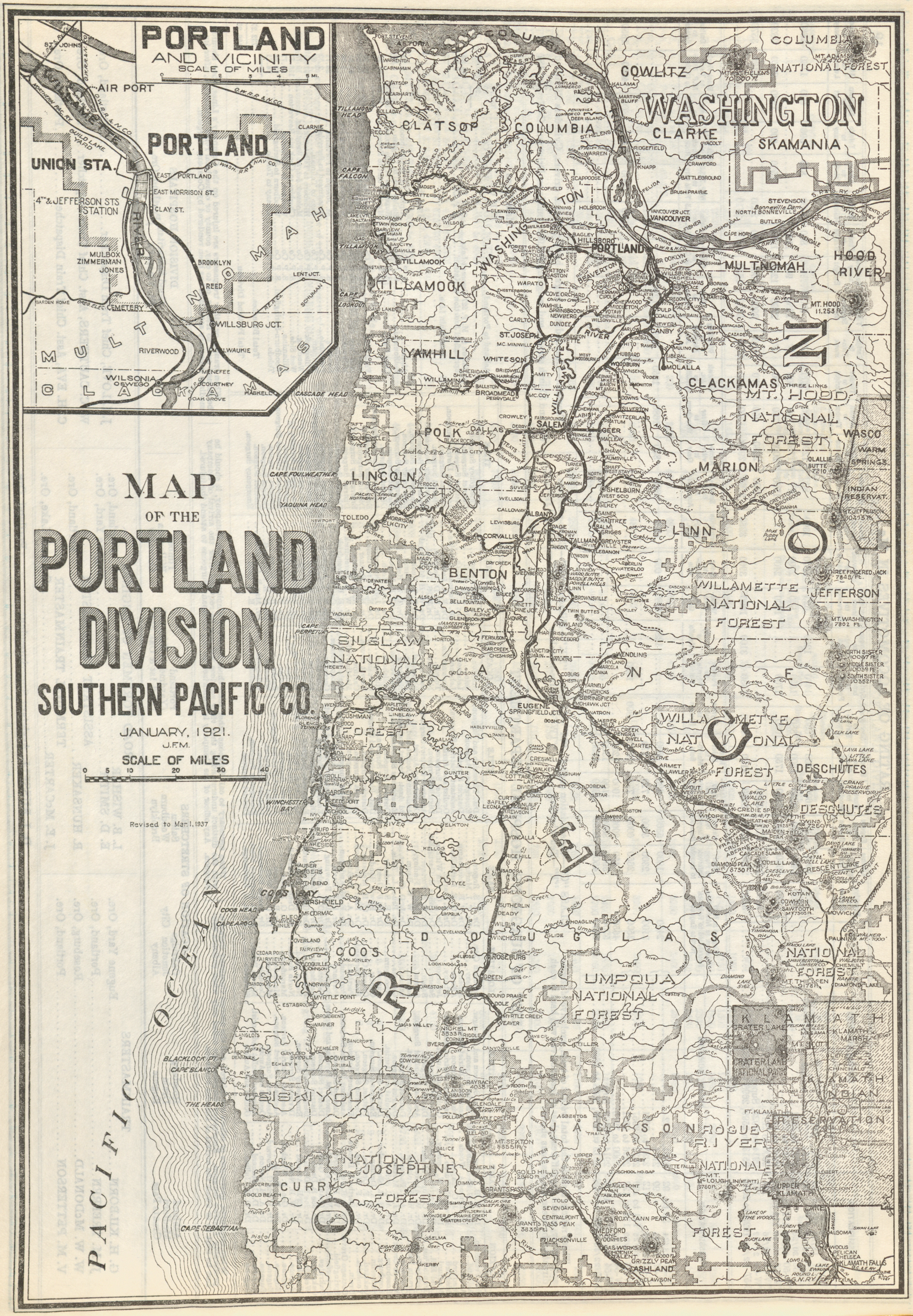
R. HUNSAKER............................Portland, Ore.

TERMINAL TRAINMASTER

J. E. McCARTER............................Crescent Lake, Ore.

J. I. LOVE, Chief Train Dispatcher..................Portland, Ore.
W. C. CAUTHERS, Asst. Chief Train Dispatcher.....Portland, Ore.
C. H. EVA, Asst. Chief Train Dispatcher............Portland, Ore.

D. J. RUSSELL, Assistant Superintendent..........Portland, Ore.



MAP OF THE PORTLAND DIVISION SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES

Revised to Mar. 1, 1937

0 5 10 20 30 40
PORTLAND AND VICINITY
SCALE OF MILES
0 1 2 3 4 5 MI.
AIR PORT
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
CLAY ST.
4TH & JEFFERSON STS STATION
WILLAMETTE
RIVER
MULBOX
ZIMMERMAN
JONES
BROOKLYN
REED
LENT JCT.
SCHUMAN
CLARNIE
ST. JOHNS
GUILD LAKE YARD
GARDEN HOME
CEMETERY
WILLSBURG JCT.
RIVERWOOD
MILWAUKIE
MENEFEE
WILSONIA
OSWEGO
COURTNEY
HASKELL
OAK GROVE
MULTNOMAH
CLACKAMAS
PACIFIC OCEAN
COLUMBIA RIVER
WASHINGTON
OREGON
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
MT. ADAMS 12307 FT.
MT. ST. HELENS 10000 FT.
CLATSOP
COLUMBIA
WASHINGTON
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
LANE
LINN
MARION
CLACKAMAS
MULTNOMAH
HOOD RIVER
WASCO
JEFFERSON
DESCHUTES
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
MT. HOOD 11253 FT.
MT. HOOD NATIONAL FOREST
WARM SPRINGS INDIAN RESERVAT.
MT. JEFFERSON 10495 FT.
THREE FINGERED JACK 7848 FT.
MT. WASHINGTON 7802 FT.
NORTH SISTER 10067 FT.
MIDDLE SISTER 10053 FT.
SOUTH SISTER 10352 FT.
WILLAMETTE NATIONAL FOREST
SIUSLAW NATIONAL FOREST
UMPQUA NATIONAL FOREST
DESCHUTES NATIONAL FOREST
SISKIYOU NATIONAL FOREST
ROGUE RIVER NATIONAL FOREST
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
KLAMATH MARSH
UPPER KLAMATH LAKE
KLAMATH FALLS
MT. SCOTT 8933 FT.
MT. THIELSEN 9178 FT.
DIAMOND PEAK 8750 FT.
MT. McLOUGHLIN (MT. PITT) 9760 FT.
MARYS PEAK 4097 FT.
NICKEL MT. 3533 FT.
GRAYBACK 4038 FT.
MT. SEXTON 3855 FT.
GRANTS PASS PEAK 3835 FT.
GRIZZLY PEAK
ANN PEAK
FORT STEVENS
ASTORIA
SEASIDE
TILLAMOOK HEAD
CAPE FALCON
TILLAMOOK
CAPE LOOKOUT
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
NEWPORT
TOLEDO
CAPE PERPETUA
WINCHESTER BAY
COOS BAY
MARSHFIELD
NORTH BEND
COOS HEAD
CAPE ARAGO
BLACKLOCK PT.
CAPE BLANCO
THE HEADS
CAPE SEBASTIAN
GOLD BEACH
PORTLAND
VANCOUVER
HILLSBORO
FOREST GROVE
BEAVERTON
OREGON CITY
NEWBERG
McMINNVILLE
DALLAS
SALEM
INDEPENDENCE
ALBANY
CORVALLIS
LEBANON
EUGENE
SPRINGFIELD JCT.
JUNCTION CITY
COTTAGE GROVE
OAKRIDGE
ROSEBURG
MYRTLE POINT
COQUILLE
GRANTS PASS
MEDFORD
JACKSONVILLE
ASHLAND